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WESTERN DEFENSE COMMAND AND FOURTH ARMY
WARTIME CIVIL CONTROL ADMINISTRATION
San Francisco, California

INSTRUCTIONS TO EVACUEES REGARDING DISPOSITION OF MOTOR VEHICLES

Kajima

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Evacuees will not be permitted to take their motor vehicles to reception centers. No assurance whatever can be given that evacuees will be enabled at some future time to have the motor vehicles now owned by them returned for their individual use.

The United States Army is authorized, in its discretion, to purchase motor vehicles from evacuees.

Prior to evacuation, motor vehicles may be stored, sold or otherwise disposed of by the owner privately, without governmental interference or assistance.

ALTERNATIVES OF STORAGE OR SALE

The other alternatives presented to the evacuee who owns a motor vehicle are as follows:

Alternative 1. To deliver his motor vehicle to Federal Reserve Bank of San Francisco, as Fiscal Agent of the United States, for storage at the owner's risk, without insurance; which storage will, in most instances, be in open areas (at Assembly Centers or other designated places) and must of necessity be of a character which will subject motor vehicles to a more or less rapid deterioration.

Alternative 2. To offer his motor vehicle for sale to the United States on the following basis:

The motor vehicle will be appraised by two disinterested appraisers and, in its discretion and at its option, the Army may buy the motor vehicle at the appraised price which shall not, however, exceed the Blue Book wholesale value in the locality where the purchase is consummated.

PURCHASE OF MOTOR VEHICLES BY THE UNITED STATES

A. *If the evacuee is* **NOT** *the legal owner of the motor vehicle,* in order to arrange for a sale to the Army, he must present to the Federal Reserve Bank of San Francisco, as Fiscal Agent of the United States, at the Civil Control Station, or such other place as may be directed, the following:

1. Registration certificate, duly endorsed.
2. The agreement on the reverse hereof, duly signed and witnessed.
3. Such other authorization and assurance as may be required by the Federal Reserve Bank of San Francisco, as Fiscal Agent of the United States.

In case the evacuee is not the legal owner, it must be clearly understood that if the indebtedness against the motor vehicle is equal to or greater than the appraised value so that the evacuee has no equity, *no sale to the United States will be consummated.* In such an instance the right of any creditor to repossess or recapture, as provided by law, will not be resisted by the custodian of the motor vehicle.

B. *If the evacuee* **IS** *the legal owner of the motor vehicle,* he must, in addition to the foregoing, present the ownership certificate, duly endorsed.

DEFINITIONS AND CONDITIONS

Included in the term "motor vehicle" are the following:

1. Passenger cars, light and medium. Heavy passenger cars in order to come within the purchasable category must be classed as "medium", as the Army is not authorized to purchase any "heavy" passenger cars.
2. Motorcycles.
3. Busses and trucks of all types, including pick-up and delivery trucks; and tractors, including semi-truck tractors.

It is not intended to include within the term "motor vehicle" those self-propelled motor vehicles suited only for farm operation.

In the event that the sale of any motor vehicle is not completed or appears not feasible, the Federal Reserve Bank of San Francisco, as Fiscal Agent of the United States, acting for and as agent of the evacuee, reserves the right to store such motor vehicle at the owner's risk, as above set forth, or to make such other disposition of such motor vehicle as may, in its sole discretion, appear to be just and equitable, including the right to permit the legal owner of such motor vehicle to take his legal recourse for repossession or otherwise.

It is intended that the above procedure will provide a feasible means of protecting the interests of evacuees in their motor vehicles, without prejudice to the interests of others therein, and thus will effect an equitable disposition of such property.

Agreement Regarding Disposition of Motor Vehicle

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THIS IS TO CERTIFY that the undersigned has read and understands the instructions on the reverse hereof regarding the disposition of the motor vehicle described on WCCA Form FRB-3, [to be attached hereto and incorporated by reference herein if this Agreement is signed] which the undersigned has signed concurrently herewith.

Said instructions and those on the reverse of WCCA Form FRB-3 are a part of this Agreement.

The undersigned desires to dispose of the aforesaid motor vehicle according to Alternative No. _____ set forth on the reverse hereof, and requests the Federal Reserve Bank of San Francisco, as Fiscal Agent of the United States, to act accordingly. If the accomplishment of the alternative herein selected appears to said Bank, in its sole discretion, impossible or not feasible, said Bank is authorized to make such other disposition of said motor vehicle as it deems proper.

Said motor vehicle is delivered to said Bank at the sole risk of the undersigned, and it is agreed that no liability or responsibility shall attach to said Bank for any act or omission in connection with the handling of said motor vehicle or disposition of the proceeds thereof.

The undersigned further agrees, upon demand, to reimburse the Federal Reserve Bank of San Francisco, Fiscal Agent of the United States, in full for all charges and expenses incurred in connection with the disposition of said motor vehicle, and authorizes and instructs said Bank to deduct from the proceeds of the sale of said motor vehicle any of such expenses incurred.

Executed at_____this_____day of_____, 1942.

_____

Family No._____

WITNESS:

_____

WCCA FORM FRB-3

MOTOR VEHICLE REGISTRATION FORM

(See instructions on back of this sheet)

Name of Registered Owner _____ Family Number _____

Address of Registered Owner _____

Name of Legal Owner (if different) _____

Address of Legal Owner _____

License Number _____ Serial Number _____

Make of Vehicle _____ Engine Number _____

Date First Sold _____ Type of Vehicle _____

Accessories *(Indicate number on vehicle)*: Spare Tire(s) _____ Fog Light(s) _____ Radio _____

Heater _____ Other _____

Remarks: _____

_____

WAIVER

The motor vehicle described in this form is delivered to the Federal Reserve Bank of San Francisco, as Fiscal Agent of the United States, at the sole risk of the undersigned. It is agreed that no liability or responsibility shall be assumed by the Federal Reserve Bank of San Francisco for any act or omission in connection with its disposition. It is understood that no insurance will be provided on this property.

Witnesses for Illiterates _____

Signature of Owner _____

RECEIPT FOR VEHICLE

Place of Delivery _____

Receipt of the vehicle described above is hereby acknowledged.

Date _____

_____
Representing the Federal Reserve Bank of San Francisco, Fiscal Agent of the United States.

Placed in Storage at _____

_____

Nojima

Instructions to Owner

To be accepted for storage by the United States Government, the motor vehicle must be in proper running order.

The procedure for registering and storing a motor vehicle is as follows:

(a) The State Motor Vehicle Registration Certificate for this vehicle must be submitted at the Civil Control Station, and three copies of this form (FRB-3) will then be prepared.

(b) Two copies of this form, together with the Registration Certificate, will be handed to the evacuee for his retention until arrival at the designated Assembly Center. The third copy will be retained at the Civil Control Station.

(c) The evacuee will be given an identification tag which he will tie securely to the steering apparatus of the motor vehicle.

(d) On arrival at the Assembly Center the evacuee will deliver to the representative of the Federal Reserve Bank of San Francisco the two copies of this form, the Registration Certificate, and the keys to the vehicle.

(e) The representative of the Federal Reserve Bank of San Francisco will check all numbers on the form and if found to be correct will acknowledge receipt of the motor vehicle by signing one copy of the form and delivering it to the evacuee.

If the motor vehicle described in this form is lost, damaged, or destroyed as the result of negligence while it is in the possession or custody of the United States, or any agency acting for it, the Congress of the United States will be asked to take appropriate action for the benefit of the owner.

SP-41
4/16/42

SUBMISSION OF PROPOSAL
FOR REQUISITIONING AND DISPOSAL OF PROPERTY
UNDER ACT OF OCTOBER 16, 1941,
AS AMENDED

Date:.....

War Dept. No.....

The **War Department** herewith submits to the CHAIRMAN of the War Production Board the following proposal for the requisitioning and disposal, under the Act of October 16, 1941 (55 Stat. 742), as amended, of the property described below for determination as to whether it is consistent with the priorities and allocations program and the general production and supply plan of said Chairman, the head of the department or agency submitting this proposal having heretofore determined that:

(a) such property is of the type which may be requisitioned under said Act;

(b) (1) the use of such property is needed for the defense of the United States,

(2) such need is immediate and impending and such as will not admit of delay or resort to any other source of supply,

(3) all other means of obtaining use of such property for the defense of the United States upon fair and reasonable terms have been exhausted, and

(4) the property to be requisitioned is not a firearm possessed by an individual for his personal protection or sport, the possession of which is not prohibited by existing law.

SP-41
4/16/42

(Proposal for requisitioning and disposal of property—1941 Act, as amended)

1. Description of property: (In as great detail as possible, specifying quantity, quality, shapes, sizes, etc. The specifications may be set forth in an attached statement.)

   The following described motor vehicle:

   License Number 8M6340 Serial Number 76C-7618

   Make of Vehicle Oldsmobile 6 Engine Number GA437768

   Date First Sold 11-19-41 Type of Vehicle 4-Dr Sedan

2. Present Location:

   Place of storage Santa Anita Assembly Center, Arcadia, California

   Name of holder (Registered Owner) Tom Yamada

   Family Number 9478

   Address (as shown by Registration Certificate) 2846 W. 12th St., Los Angeles, Calif.

   Last known address (Assembly Center or WRA Project) Santa Anita Assembly Center, Arcadia, Calif.

3. Beneficial owner (if known).

   Name (Legal Owner) Tom Yamada

   Address Santa Anita Assembly Center, Arcadia, California

4. All other persons known to have or claim an interest in property:
   (Include name of person who executed forms WCCA Form FRB-3 and 4 if other than Registered Owner shown above.)

   Name

   Family Number

   Address (Previous)

   Last known address (Assembly Center or WRA Project)

5. Intended use or disposition of property by present owner:

Owner can make no use of property because of present status as evacuee in Assembly or Relocation Center. No assurance can be given that evacuees will be enabled at some future time to have the vehicles now owned by them returned for their individual use.

6. Persons to whom the Requisitioning Authority proposes to sell or otherwise dispose of property:

Name	Address
Quartermaster, Western Defense Command and Fourth Army	Presidio, San Francisco, Calif.

7. Use to be made of property by person described in 6:

Vehicles will be issued to United States governmental agencies for administrative and field use. Where use of vehicle is not permitted because of mechanical condition, the parts will be salvaged and the metal and rubber reclaimed.

8. Was this property ordered, manufactured, procured or possessed for export purposes? (Set forth additional data in statement of facts.)

No

9. When this material has been requisitioned, shipping instructions should be as follows:

Quartermaster, Western Defense Command and Fourth Army, will take delivery of vehicles at storage site.

10. Payment for this material will be made by the United States from the appropriation (or funds) QM D1 P 171-09 A 0502-23 the available balance of which is sufficient to cover the cost of the same. The appropriation (or funds) indicated has been obligated in the amount of $9,000,000.

11. Cost and charges incurred subsequent to the execution of this requisition, and relating to the requisitioned property should be referred for payment to:

Office	Address
Inspection & Fiscal Division, Wartime Civil Control Administration,	1231 Market Street, San Francisco, Calif.

12. Name and address of office to which approved award of compensation should be sent for payment:

Office	Address
Finance Office, U. S. Army	180 New Montgomery Street, San Francisco, Calif.

13. The following officers, agents, or employees of the United States are available to serve requisitions at the location of this property:

Name and Title	Street Address	City and Street
Federal Reserve Bank of San Francisco Fiscal Agent of the United States		San Francisco, California

(Proposal for requisitioning and disposal of property—1941 Act as amended)

STATEMENT OF FACTS

(Paragraph (e) of Certificate)

During the operation of the Civil Control Station through which this evacuee was processed, he was given an opportunity

"To offer his motor vehicle for sale to the United States on the following basis:

The motor vehicle will be appraised by two disinterested appraisers and, in its discretion and at its option, the Army may buy the motor vehicle at the appraised price which shall not, however, exceed the Blue Book wholesale value in the locality where the purchase is consummated."

Because this evacuee had not taken advantage of the above offer, the Federal Reserve Bank of San Francisco, acting as Fiscal Agent of the United States, directed a letter to this evacuee which was the form used in all similar cases, as follows:

"At the time the Exclusion Order, affecting the area in which you previously resided, was being carried out, you delivered your motor vehicle to the Federal Reserve Bank of San Francisco, as Fiscal Agent of the United States, for storage at your own risk and without insurance, with the understanding that such storage would be in an open area which would subject it to more or less rapid deterioration.

With the thought in mind that you might have been hesitant to offer your motor vehicle for sale to the United States Army at that time, because you had no assurance of the amount which you would receive for it, we have had it appraised by two independent appraisers.

The Army, through this Bank, is now ready to make a definite offer, based on this appraisal, as follows :

Amount offered . . . . . $_____

Less amount which will be acceptable as final payment by legal owner . . . . . $_____

Balance to be remitted to registered owner . . . . $_____

Should you now feel that because of the rapid deterioration to which your car is subjected, you are willing to accept payment as indicated above, please so indicate in the space provided below.

Please give this matter your immediate consideration, as the appraised value, as mentioned, is based upon an immediate sale to the Army and cannot be held open for an indefinite period of time.

Yours very truly,

To the Federal Reserve Bank of San Francisco,
Fiscal Agent of the United States

I wish to sell my car to the Army under Alternative No. 2 on WCCA Form FRB-4 on the above basis instead of having it held for storage. This will constitute your authority to effect such sale.

_____"

The evacuee has not seen fit to take advantage of either of the offers mentioned above.

(Proposal for requisitioning and disposal of property—1941 Act as amended)

The undersigned hereby declares and certifies that all of the facts hereinafter set forth are true to the best of his knowledge and belief viz.:

a. The property herein described is needed for the defense of the United States.

b. The need for such property is immediate and impending and such as will not admit of delay or resort to any other source of supply.

c. All other means of obtaining the use of such property for the defense of the United States upon fair and reasonable terms have been exhausted.

d. The property to be requisitioned is not a firearm possessed by an individual for his personal protection or sport, the possession of which is not prohibited by existing law.

e. As a part of this request there is attached hereto a written memorandum setting forth all of the facts relating to the attempted acquisition of said property together with all correspondence between the interested parties upon which the undersigned predicates the statement made by him in paragraph c above.

This certificate is executed by a duly authorized officer of (Department) the office of the Quartermaster, Western Defense Command and Fourth Army

this 11 day of SEP, 1942.

L. E. HAIGHT
1st Lt., Q. M. C. Asst.

This Requisition is approved on behalf of (Chief of Branch) .....

.....

.....

.....

(Authorized Officer)

3/30/42
To Bendetson
From W R Thomas Jr
Subject: car and truck problem

At the present time it seems that any enemy alien or citizen of Japanese ancestry who wishes to dispose of an automobile or truck can, by signing a power-or-attorney, have the Evacuee Property Dept act as his agent for the sale of the vehicle in question. Only a few evacuees have availed themselves of this arrangement, chiefly for 2 reasons:

1. Evacuees believe that after a brief period they will be settled in a location where they will be permitted to use, and will have need of, their cars and trucks.

2. If turned over there is no assurance as to when the vehicle will be sold or at what price.

These and other uncertainties will result in large accumulations of cars and trucks in Induction Centers, where they will be impounded and immobilized. A large S F dealer in new & used cars gives as his expert opinion that at the end of two or three mos these vehicles will require an average of 1 day's work by a competent mechanic before they are usable, & that they will be practically worthless at the end of 4 to 5 mos.

To further complicate the problem:

1. Many of these cars & trucks are being purchased under a payment plan.

2. The owners after a time will be scattered over a wide territory.

3. There'll be a concentration of cars & trucks at Induction Centers far beyond the ability to absorb of the local market.

4. Who would bear the loss should there be a destructive fire, storm, airraid, etc.

The interest of the OPA in all this is the unsoundness economically of permitting thousands of cars & trucks, together with their tires & batteries, vitally needed for defense transportation, to sit in open fields untel they become scrap.

A suggested remedy is as follows:

1. Explain fully to all evacuees that they cannot use their cars & trucks beyond the induction point.

2. Have them turn over their titles of pink slips to the Gov. at prices to be determined by a competent appraiser, which prices are to be somewhere between Blue Book list and current market prices.

3. Credit the evacuee with the net proceeds of such sale, first deducting any balance due, a handling charge, etc.

4. Give Gov. agencies engaged in evacuation, such as the Agric Dept first call on all cars and trucks.

5. Before cars & trucks depreciate unduly, arrange for their sale thru established & reputable dealers.

WDC & FA
WCCA

April 2 1942

Memo to FRB
Proposed evacuee auto acquisition plan:

1. Enclosed forms approved and to be printed.

2. Plan approved.

3. Army cannot pay more than $750 for light cars (Chev., Ford, Plymouth class) and more than $1,200 for medium cars (Buick, Chrysler, Olds type). Max. price fixed by law. The purchases of any heavy passenger cars will be authorized only where such cars are classified as medium and where the price limitation is absorbed.(~~The prices do not apply to trucks~~

4. These prices do not apply to trucks.

5. Purchase to be made at appraised value not to exceed blue book value for the area. In making appraisal consideration will be afforded tire conditions.

6. No purchase in case where indebtedness against car is equal to or in excess of the appraised value. In such cases the normal process of recapture by creditor will be permitted to operate.

7. Purchase will not be consummated unless title is delivered. FRB has the reponsability to obtain these titles. Where sales are consummated the costs of title transfer, appraisal fees etc.. will be deducted from the proceeds. If the sale is not consummated these wll be absorbed in general expenses.

8. The Quartermaster, FA, will take over all vehicles purchased under this plan.

9. The gov. will reimburse the FRB for the purchase price of the vehicle.

* 10. The RFC is willing to purchase 1942 cars. Thus the RFC could reimburse you for the 1942 cars whereas the army could reimburse you for purchase of 1941 and earlier models.

11. Mechanical details of delivery will be discussed at a conference with Everson, Armstrong Gilchrist, Col. Humphreys and Bendetsen on April 1.

K. Bendetsen

*: Memo Hale to Bendetsen April 8, 1942. Army willing now to buy 1942 cars to which OPA has no objection ∴ the RFC will not take part in the program.

Requisitions

J.A.C.L. Stockton April 6 1942

Interview with Ted Ohashi:

Called me saying he had information that evacuees' cars may be requisitioned and purchased by the Government. Asked for confirmation. He said light and medium cars would probably be needed.

A.T./ Side stepped question except to say doubtless one of many rumors. Suggested that they pay no attention to any rumor of any kind no matter how plausible. Should depend upon open & strictly official declarations only

L. S. Weeks.

FRB

April 10 1942

Memo to Bendetsen:
Proposed vehicle Acquisition plan.

Re-to letter of April 2 from Bendetsen:
1. Re- paragraph 3: The question is raised as to wether for example where both Blue Book and appraised value of a"light"car exceeds $750, must the $750 maximum price, nevertheless be observed.

2. Re-paragraph 3: We should be provided with all army regulations concerning the purchase of cars of used and new car.

3. Do these regulations take into consideration the difference in freight rated and other items influencing the market?

4. Re-paragraph 4: Are all trucks free of price limitaions ?

5. Re-paragraph 7: It is suggested (by me) that the appraisal fee be absorbed as an expense innthe administration of evacuation rather than charged against the motor vehicle involved In most instances cars will be appraised in groups. It is considered impractical to adjust these costs pro-rata.

6. FRB personnel can be contended to be just as "disinterested" as Army Treasury Procurement personnel (Cf. FRB-4 form)

7. On the form FRB-4 it is indicated that heavy cars must be classified as medium in order to qualify purchase. Necessary clarification needed. Instructions for the appraiesr should issued for such a case. It is suggested that the appraisers be directed to take into consideration the present condition of the car and translate that information against a particular model of car in the medium classification which has a favorable position in the market as of the date of appraisal.

8.It is important that titled be transferred to U.S. rather than the bank in order to minimize registration fees.

9. We wouod like confirmation that purchase is made on behalf of the army and that no approval is needed in each case.

10. It is suggested that the transactions be localized to the branches in L.A., Portland and Seattle .

11. What to do with insurance when title is transferred.

W.M, Hale

WDC & FA
WCCA

Memo to Hale
Proposed vehicle acquisition plan

April 14 1942

Re-memo of April 10 from Hale.
Answer:
1. If the blue Book and/or the appraised value of a"light"car auto exceeds $750 the maximum price limit to be paid must not exceed $750. The maximum for a "medium" auto is $1200

2.The FRB is not bound by any regulations in the purchase of motor vehicles by Army regulations, There are no army regulaitons applicable to the purchase of such vehicles.

3. A federal statute prevents the payment of more ~~than~~ than $750 for a light car and more than $1200 for a medium car regardless of location. Market and freight costs do not influence the purchase price.

4. Tractors and trucks,regardless of price, are free from any price limitaions.

5. Appraisal fees and other administrative expenses should be charged to general expenses.

6. It is recommnended that a representative of the Quartermaster, FA, be present at the appraisal to agree on the price.

7."Heavy" car will be classified in the"medium" class after appraisal are made. A "heavy" car appraised at a value of $1200 or less will automatically fall in the medium class. If the price exceeds $1200, it cannot be purchased by the War Dept. and must be disposed of by the FRB as it sees fit.

8. Title should be transferred to U.S.

9. Purchase of the car will be made on behalf of the Army byb the FRB.

10. It is recommended that transactions be localized. But the program will be centralized In S.F.

11. The army carries no insurance on gov. owned autos.

No tractors of any kind shall be purchase d for the War Dept.

H. T. Fullerton

This is not a directive
KRB

April 20 1942

Tp Bendetsen
From W.R. THomas Jr.
Subject: Evacuee Vehicles

Vehicles stored in the open will deteriorate rapidly and will be worthless in 5 or 6 months.

To forestall further request for storage by the evacuee is it urged that an immediate campaign be undertaken thru press releases and appropriate instructions to representatives of the FRB to induce evacuees to sell their autos and trucks and not to store them. Such a campaign should be extended to include the owners of vehicles already in storage.

April 22 1942

To Thomas
from Bendetsen

Re-above memo. " I have directed initiation of a publicity campaign designing to implememt the purchase plan."

WDC & FA
WCCA

April 20

Memo to Hale
Hewes

1. Reference is made to a letter from Mike Masuoka addressed to the FRB in regard to the matter of farm machinery and equip. and suggesting that the gov. purchase such equip. or, the alternative, provide suitable storage space.

2. It is desirable that a definite policy be formulated for the disposition of this type of property and to this end it is requested that you confer jointly. It is suggested that you consult with the director of WRA, as the resettlement phase of the program presents a very definite relation to the method of disposal of such property.

K. R. Bendetsen

WDC & FA
WCCA

April 22 1942

To Gilchrist FRB
From Ira K. Evans Lt. Col

It is requested that under your plan for procurement of J. autos and trucks you take immediate action concerning cars and trucks at Manzanar. These cars are rapidly deteriorating because of the unusual climatic conditions there. Blowing sand and gravel doing considerable harm to both engine and finish.

April 24

To Nicholson, Chief Reception Center Division
From Ira K. Evans

May I call to your attention again the urgent need for some disposition of the evacuees impounded autos at the reception center in Manzanar.....

Portland

~~SECRETARY'S OFFICE - SEATTLE BRANCH~~

April 22, 1942.

INSTRUCTIONS TO APPRAISERS UNDER PLAN OF ACQUISITION OF MOTOR VEHICLES (WCCA FORM FRB-3 AND WCCA FORM FRB-4)

Attached are two copies of instructions to appraisers. Every effort has been made to keep these instructions simple and concise. He is expected to appraise automobiles submitted to him for consideration on the same basis as followed in private trade.

Our purpose in approaching the problem from this point of view is that above everything else we want to obtain an appraisal based on fair market value. However, there are several administrative problems in connection with these appraisals which must be taken into consideration by us. Reference is made to WCCA Form FRB-4 (Alternative #2) which defines the term motor vehicle as follows:

> "Passenger cars, light and medium. Heavy passenger cars in order to come within the purchasable category must be classified as 'medium' as the Army is not authorized to purchase any 'heavy' passenger cars."

For your information the Army has made these three classifications of cars:

Light (Ford, Chevrolet, Plymouth, etc.)
Medium (Dodge, light Oldsmobile, light Buick, etc.)
Heavy (Cadillac, Lincoln, Packard, etc.)

Army regulations prevent the payment of more than $750 for a "light" car or $1200 for a "medium" car regardless of location. These are fixed limitations and freight costs do not influence such purchase price. "Heavy" cars will be classified in the "medium" class after appraisal has been made. A "heavy" car appraised at a value of $1200 or less will automatically fall into the "medium" classification. If a "heavy" car is appraised at a value which exceeds $1200, it may nevertheless be purchased for the Army at that maximum price if, in our discretion, the interests of the evacuee will be best served thereby.

Appraisers should be employed in the same manner as other employees in the Evacuee Property Department, as the cost of appraisal will not be charged against individual motor vehicles but will be absorbed as general expense. As soon as appraisals have been completed and compared with data obtained on Form EP6, it can then be determined what cars are eligible for purchase by the Army. In other words, if the appraisal exceeds the amount owing the legal owner, you should notify this office and we will make arrangements with the Quartermaster Corps to obtain the name of its representative who will take delivery in the community, which information we will pass on to you.

The problem of clearing title with the Motor Vehicle Department is under consideration, as is the method of paying for the cars and collecting from the Army. However, you should take the necessary steps toward determining the eligibility of motor vehicles for purchase by the Army, pending completion of the other administrative details.

(SIGNED) R. E. EVERSON

Assistant Cashier.

Enclosures.

MEMORANDUM April 22, 1942

SUBJECT: INSTRUCTIONS TO APPRAISERS OF MOTOR VEHICLES BASED ON INFORMATION CONTAINED IN WCCA FORM FRB-3 AND WCCA FORM FRB-4.

You will be furnished a supply of Motor Vehicle Inspection and Valuation Reports (Form EPM6, attached) and are requested to be guided by the following rules in appraising the motor vehicles submitted for your consideration:

1. The top section of this form should be filled in with data obtained directly from the vehicle and checked against the information contained on WCCA Form FRB-3.
2. Your estimate of reconditioning costs should be filled in item by item and the total of these items deducted from current Bluebook wholesale values effective in the locality where the purchase is consummated to determine Appraised Valuation.
3. Your Appraised Valuation, therefore, should be the difference of such Bluebook wholesale value and the cost of reconditioning.
4. The original of the Appraisal Report must be submitted to the office of this Bank concerned, signed by both appraisers.
5. Under no condition should the identity and nationality of the legal or registered owner be regarded as a factor in the appraisal.

GUIDE IN APPRAISALS:

In general terms the appraisals should be made in exactly the same manner as a local dealer would appraise such vehicles in the "normal course of business".

Aside from any considerations of market conditions which may be reflected in Bluebook wholesale values, appraisers must exclude the possibility of these motor vehicles being returned to the market. Even though the appraisals are to be as if made in the "normal course of business" as outlined above, nevertheless they should not be treated as possible "trade-in allowances" but should be considered as cash purchases.

The present condition of the motor vehicle must be taken into consideration and such necessary reconditioning costs estimated on the appraisal forms. The considerations shall be treated as if in the "normal course of business" except in the case of tire wear and condition. You are requested to consider this factor arbitrarily as though tires were still available at the price existing as of January 1, 1942.

Aside from this general outline of necessary instructions, you are expected to draw upon your broad knowledge in this field as you have been hired as appraisal specialists and to this end the Federal Reserve Bank of San Francisco must rely upon your good judgment.

MEMORANDUM April 22, 1942

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4. The original of the Appraisal Report must be submitted to the office of this Bank concerned, signed by both appraisers.
5. Under no condition should the identity and nationality of the legal or registered owner be regarded as a factor in the appraisal.

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In general terms the appraisals should be made in exactly the same manner as a local dealer would appraise such vehicles in the "normal course of business".

Aside from any considerations of market conditions which may be reflected in Bluebook wholesale values, appraisers must exclude the possibility of these motor vehicles being returned to the market. Even though the appraisals are to be as if made in the "normal course of business" as outlined above, nevertheless they should not be treated as possible "trade-in allowances" but should be considered as cash purchases.

The present condition of the motor vehicle must be taken into consideration and such necessary reconditioning costs estimated on the appraisal forms. The considerations shall be treated as if in the "normal course of business" except in the case of tire wear and condition. You are requested to consider this factor arbitrarily as though tires were still available at the price existing as of January 1, 1942.

Aside from this general outline of necessary instructions, you are expected to draw upon your broad knowledge in this field as you have been hired as appraisal specialists and to this end the Federal Reserve Bank of San Francisco must rely upon your good judgment.

Federal Reserve Bank of San Francisco,
Fiscal Agent of the United States,
Evacuee Property Department

MOTOR VEHICLE INSPECTION
AND VALUATION REPORT

Make _____

Model _____

Body Type _____

Mileage _____

License No. _____

Serial No. _____

Engine No. _____

Name _____

Family Number _____

Date _____

	OK (✓)	AMOUNT
Body		$
Springs		
Tires		
Frame		
Starter		
Generator		
Clutch		
Transmission		
Brakes		
Rear End		
Engine		
Other Repairs		

TOTAL - - - - - $_____

Blue Book - Wholesale Value - - - $_____

Less, cost of Reconditioning - - $_____

Appraised Valuation - - - - - - - $_____

Appraiser: _____

Appraiser: _____

EPM-6 (4-42)

APRIL 28 1942

(ALTERNATIVE #1) STORAGE

PASSENGER CARS

TYPE	Coupe									Sedan									Pickup								
MODEL / MAKE	*'35	'36	'37	'38	'39	'40	'41	'42	Total	*'35	'36	'37	'38	'39	'40	'41	'42	Total	*'35	'36	'37	'38	'39	'40	'41	'42	Total
Ford	18	3	2		2		1		26	56	12	6	6	1	1	2		84	14	7	3	2		1	1		28
Ford Roadster	3								3																		
Chevrolet	8	2		1	1	1	2		15	24	10	9	5	3	3	5		59	4	3	4	1	1	5	1	1	20
Plymouth	7	3	3	2		2			17	17	15	9	4	7	9	1	1	63							2		2
Chrysler	1			1	1		1		4	4	8	7	4	5	1	1	1	31									
Dodge	1		2						3	20	9	9	5	3	2	1		49	4	1	2						7
Buick	1						1		2	5	1	4	6	2	1	3		22									
Pontiac	3	1				1			5	1	1	2		1		3		8									
Oldsmobile		1	1						2	1	1	8	2	4	4	1		21									
Studebaker										3	1	1	1	1				7									
Nash													1					1									
Auburn										1								1									
Essex	1								1																		
LaSalle										1	1							2									
Packard					1				1	1	1							2									
Packard Roadster	1								1																		
Willys												1	1					2									
De Soto										1	1	1				4		7									
Cadillac										2								2									
Whippet										1								1									
Mercury														1	1	1		3									
Hudson										3				1	1			5									
Oakland										1								1									
Lincoln												1		1				2									
Devaux										1								1									
Reo																											
Graham										1								1	1								1
G.M.C.																							1				1
International																			2	2	2	1		2			9
White																											
	44	10	8	4	5	4	5		80	144	61	58	35	30	23	22	2	375	25	13	11	4	2	8	4	1	68
Total Passenger Cars																		455									

TRUCKS

TYPE	Stake									Panel								
MODEL / MAKE	*'35	'36	'37	'38	'39	'40	'41	'42	Total	*'35	'36	'37	'38	'39	'40	'41	'42	Total
Ford	44	2	2	1		2			51	5								5
Ford Roadster																		
Chevrolet	18	2	4	2	3	6	4		39	3		2		2	2			9
Plymouth																		
Chrysler																		
Dodge	10	3	2	1	2	1	1		20	1	4	1	1	1	1			9
Buick																		
Pontiac																		
Oldsmobile																		
Studebaker																		
Nash																		
Auburn																		
Essex																		
LaSalle																		
Packard																		
Packard Roadster																		
Willys																		
De Soto																		
Cadillac																		
Whippet																		
Mercury																		
Hudson																		
Oakland																		
Lincoln																		
Devaux																		
Reo	1								1									
Graham																		
G.M.C.			4	3	4	6	1		18		1	1						3
International	3	5	4	2	1	2			17	1	1	1	1	1		1		5
White	1								1									
	77	12	16	9	10	17	6		147	10	6	5	2	4	3	1		31
Total Trucks																		246
TOTAL																		701

(ALTERNATIVE #2) SALE

PASSENGER CARS

TYPE	Coupe									Sedan									Pickup								
MODEL / MAKE	*'35	'36	'37	'38	'39	'40	'41	'42	Total	*'35	'36	'37	'38	'39	'40	'41	'42	Total	*'35	'36	'37	'38	'39	'40	'41	'42	Total
Ford	7		1		1				9	7	5		1					13	5	1		1		1			8
Ford Roadster	2								2																		
Chevrolet	5								5	8	3	2	1		1			15			1						1
Plymouth	3		2			1		1	7	4		1	1	1	3			10					1				1
Chrysler	1								1	2	2	1	1					6									
Dodge		1							1	4	1			1	3		2	11			4						4
Buick										4		2		1	2	1		10									
Pontiac							1		1																		
Oldsmobile	1								1		1	3	1					5									
Studebaker										1								1									
Nash											1	1						2									
Packard										1								1									
Roosevelt	1								1																		
De Soto										1								1									
Hudson										1								1									
Reo										1								1									
Graham										1								1									
G.M.C.																			1								1
International																											
	20	1	3	0	1	1	1	1	28	35	13	10	5	3	9	1	2	78	5	2	5	1	1	1			15
Total Passenger Cars																		106									

TRUCKS

TYPE	Stake									Panel								
MODEL / MAKE	*'35	'36	'37	'38	'39	'40	'41	'42	Total	*'35	'36	'37	'38	'39	'40	'41	'42	Total
Ford	11	1							12	2								2
Ford Roadster																		
Chevrolet	2				1		1		4	2			3					5
Plymouth																		
Chrysler																		
Dodge	2		1						3									
Buick																		
Pontiac																		
Oldsmobile																		
Studebaker																		
Nash																		
Packard																		
Roosevelt																		
De Soto																		
Hudson																		
Reo																		
Graham	1								1									
G.M.C.	1			1			1		3									
International																		
	17	1	1	1	1	0	2		23	4			1/4	1/1				2/9
Total Trucks																		47
TOTAL																		153

Total Passenger Cars and Trucks Presented for Storage (Alternative #1) and Sale (Alternative No.2) at Santa Anita Race Track 854

*1935 and older.

C O P Y

~~PORTLAND~~
SEATTLE

April 28, 1942

Reourlet April 22 re instructinns to appraisers. The following paragraphs should be added: Tractors and trucks regardless of type are free from any price limitation. However, the same consideration i. e., condition of motor, tires, etc., should be given to the appraisal of tractors and trucks as are given passenger cars.

A commissioned representative of the Quartermaster WDC and 4th Army should be present at the time the civilian appraisers for the Federal Reserve Bank make appraisals. The Army representative will act as lisison only and will not influence appraised valued. EVERSON

5046

(EVERSON:JM

1006 Fourteenth Street
Sacto, Calif.
April 29, 1942

Federal Reserve Bank of S.F.
Evacuee Property Department
400 Sansome Street
S. F. , Calif.

Attention: Mr. R.E. Everson

Dear Sir:

We are greatly concerned with the rapidly mounting seriousness of the question of disposal of evacuees' 1942 model automobiles. The Japanese of this area own a very large number of such cars. We believe fifty automobiles is a conservative estimate of the number that will become "problem children" in our area.

For some time, there appeared to be a minimum of concern. As time passes however, these people are approaching full realization of their predicament with a result that is almost hysteria.

As you know, 1942 models may be sold only to the Government, to dealers, and to persons holding priority certificates. The latter are comparatively few and are not absorbing any appreciable number of evacuees' automobiles. The ~~prices~~ offered by the Government ~~are~~ is not ~~at all~~ attractive, and the dealers are completely disinterested in anything that approaches what would ordinarily be considered a fair price. Their attitude is defensible, too. They are permitted to resell these models only to persons with certificates. The dealers already have many more 1942 models, new and used, that the certificate holders can absorb.

Many of the dealers are ~~already~~ financially embarrassed and buying the evacuees' 1942 automobiles would greatly aggravate that condition. Those whose financial status might permit tying up additional capital in the hope of future profit are reluctant to do so because of the fear of price ceilings which may restrict so severely their mark-up that any chance for profit will be out of the question. There is the additional argument that dealers are going to have some repossessions which will further load them up with merchandise they cannot move.

~~The whole picture is a very dismal scene and is hourly becoming more disturbing.~~ People faced with certain evacuation in the near future are asking us every day, "What can we do?" They cannot take their cars with them. If they store them, they must face the probability of storage charges over a considerable length of time and heavy loss through obsolescence and deterioration. If they owe any money on their cars, they have little choice but to surrender them to the legal owner with consequent total loss of their equity. They cannot sell them except at tremendous loss and so they ask us, "What can we do?" ~~and, frankly, what CAN they do?~~

Possible solutions might be found in relaxation of rationing to permit evacuees to sell their automobiles, regardless of model, to ANY willing purchaser; or mass inside storage where conditions would minimize deterioration; or revision of Government purchase proposals so as to enable these people to realize a price somewhere near the ~~actual~~ retail market value.

Yours very truly ,

A. J. Reid
Sacto Field Representative.

(pencil corrections are Reid's on rough draft of letter)

April 30 1942

Instructions for FA liaison officers in procurement of Evacuee Motor Vehicle

Appraising value of vehicle: Officer will accompany civilian appraisers employed by the FRB as motor vehicles are appraised in the collection pool. Officer will make no decision regarding the appraised value of the car, The value established by the appraiser will be final.

Class of vehicles
Officer will make a list:

1. Vehicle suitable for army use:
   - Chev. 4 door sedan 1940 or later
   - Ford " "
   - Plymouth " "
   - Packard " "
   - ,(medium class only)
   - Buick " "

2. Vehicle suitable for use in other gov. agency: any make or model 1938 or later

3. Vehicle to be junked: any model 1937 or earlier unless car is in excellent condition.

FRB Los Angeles Branch

Memo toHead Office May 14 1942

In accordance with the instructions incorporated on the reverse of FRB-4, the right of the~~xf~~ creditor to repossess the motor vehicle as provided by the law will be recognized by this Bank as custodian for Japanese vehicles under our control. (Car is then released by having J. sign EPM-8). In the several cases handled in this way the procedure worked to the satisfaction of all concerned.

We now have a case:(GMAC pick-up truck stored at San Diego, appraised value $100. The balance owing the legal owner, The Pacific Finance Corp. is $114. The J. registered owner now at Santa Anita refuses to ~~x~~ sign the relaese contending that his car is worth much more than $100).

Our inclination in ~~this~~ a case of this kind is to permit the legal owner to Recover the car.

#32

EXTRA COPY

May 15, 1942.

Evacuee Property Department.
(Purchase of Evacuee Cars)

We are enclosing a copy of a memorandum dated May 10, 1942, directed to this bank by the Western Defense Command and Fourth Army, signed by Lt. Col. Martin F. Hass, concerning a new program to be launched in an attempt to encourage evacuees to sell their motor vehicles to the Army in instances where they have delivered them to us for storage under Alternative No. 1.

In the interests of uniformity, we are outlining the steps contemplated in this office, after the close of each Civil Control Station, and the acceptance by us of motor vehicles at the place designated:

1. Every car accepted by us under Alternative No. 1 and Alternative No. 2, will be appraised as quickly as convenient.

2. Simultaneous with the appraising operation, Forms EP6 will be mailed to the legal owner if he is other than the registered owner, regardless of the Alternative selected by the evacuee.

3. On the return of Forms EP6 from the legal owner, they will immediately be forwarded to the Assembly Center for confirmation of balance owed by the evacuee.

4. On receipt of the forms, properly confirmed by the evacuee, they will be compared with the appraised amount and determination made as to whether the motor vehicles are eligible for purchase by the Army.

5. If the appraised value exceeds the settlement balance (amount which will be accepted as final payment), motor vehicles delivered to us under Alternative No. 2 will be delivered to the Army (Form EPM10) as quickly as convenient.

6. A letter will be addressed to the evacuee who has chosen Alternative No. 1, making a definite offer, which will include the amount for which the car was appraised, the amount that the legal owner will accept as final payment, and will indicate the balance which will be paid to the registered owner. If the evacuee is convinced that he should sell his car to the Army, rather than continue to have it held for storage, he will so indicate in the space provided on the letter. A suggested form of this letter is attached.

May 15, 1942

EXTRA COPY

The Army price limitations ($750 for light cars and $1200 for medium) must be kept in mind at all times in considering Paragraphs 4, 5 and 6 above.

7. If the letter is returned properly signed, and the evacuee has indicated that he wishes to sell his car under Alternative No. 2, the car should be delivered to the Army on Form EPM10, as provided.

8. The letters should be given to our representative at the Assembly Center, with instructions to determine that in each individual case the evacuee understands that he will not be permitted to take his motor vehicle to a Reception Center and that no assurance whatever can be given that he will be enabled at some future time, to have the motor vehicle returned for his individual use. Also, that he understands the highly undesirable effect that open-air storage will have on his motor vehicle.

Obviously, the use of Form EP6 will not apply in instances where the registered owner and the legal owner are one and the same person, and letters to evacuees, indicating the amount which they will be given for their motor vehicle, may be handed to our representative at the Assembly Center immediately upon completion of the appraisals.

Assistant Cashier.

Enclosures.

May 15, 1942

COPY

WESTERN DEFENSE COMMAND AND FOURTH ARMY
Office of Assistant Chief of Staff, Civil Affairs Division

WARTIME CIVIL CONTROL ADMINISTRATION
1231 Market Street
San Francisco, California

May 10, 1942

SUBJECT: Purchase of Evacuees' Cars

MEMORANDUM FOR: Federal Reserve Bank

1. It is imperative that evacuees' cars be put to some economic use. The steel, rubber and lead involved is standing idle and deteriorating at a time when these items and transportation in general are needed for national defense.

2. It is desired that these cars be acquired by the Army through purchase if possible, so as to obviate the necessity of using other means of acquisition.

3. At the present time the evacuee has the opportunity of selling his car to the Army, but he has been in the position of making a "blind deal", the result of which has been unsatisfactory from the standpoint of number of cars acquired.

4. It is desired that the present procedure be continued and that in addition thereto the program be augmented as follows:

(a) After the appraisal is made and

(b) After the amount of indebtedness has been obtained and

(c) After the indebtedness has been confirmed by the evacuee

(d) Then the evacuee be immediately contacted with a definite offer (less incidental refunds, etc.) for the purchase of his car.

It is desired also that the evacuees be informed as tactfully as possible, but without over-emphasis, that no assurance whatever can be given that they will be enabled at some future time to have the motor vehicles now owned by them returned for their individual use. The news items appearing in the daily press about the prospective requisitioning of all civilian-owned cars, if nothing more, should be sufficient warrant for a further urging that the evacuees accept the offer to be made.

5. Early reports as to the progress of this plan are desired so that if it does not appear to be meeting with success other measures can be adopted.

MARTIN F. HASS
Lt. Col. G.S.C.
Acting A. C. of S. C.A.D.

cc: Colonel Humphries

May 15, 1942

FEDERAL RESERVE BANK OF SAN FRANCISCO

FISCAL AGENT OF THE UNITED STATES

At the time the Exclusion Order, affecting the area in which you previously resided, was being carried out, you delivered your motor vehicle to the Federal Reserve Bank of San Francisco, as Fiscal Agent of the United States, for storage at your own risk and without insurance, with the understanding that such storage would be in an open area which would subject it to more or less rapid deterioration.

With the thought in mind that you might have been hesitant to offer your motor vehicle for sale to the United States Army at that time, because you had no assurance of the amount which you would receive for it, we have had it appraised by two independent appraisers.

The Army, through this Bank, is now ready to make a definite offer, based on this appraisal, as follows:

Amount offered . . . . . $
Less amount which will be acceptable
as final payment by legal owner . . . . . $_____
Balance to be remitted to registered owner . $_____

Should you now feel that because of the rapid deterioration to which your car is subjected, you are willing to accept payment as indicated above, please so indicate in the space provided below.

Please give this matter your immediate consideration, as the appraised value, as mentioned, is based upon an immediate sale to the Army and cannot be held open for an indefinite period of time.

Yours very truly,

Assistant Cashier.

To the Federal Reserve Bank of San Francisco,
Fiscal Agent of the United States

I wish to sell my car to the Army under Alternative No. 2 on WCCA Form FRB-4 on the above basis instead of having it held for storage. This will constitute your authority to effect such sale.

_____

Schedule of Motor Vehicles Delivered to US War Dept, FA & WDC, QM
EPM 10 (4-42)

Articles or Services	
Stake Type Truck, Dodge 4, 1931, Serial No. 9242626, Engine No. T U 60590. State Lic. no. Q 4873.	Original Fed. Res. Bank Appraisal 5/20/42 $65.00
Deposited by Harry K. Masai, Fam No. "4882	

May 19, 1942

Private Storage of Automobiles of Evacuees

The military authorities have asked us to advise them of any cases coming to our attention where Japanese in any given area have arranged for storage of their automobiles on a group basis. In other words, if there are any cases where a number of Japanese have gotten together and stored their automobiles in a garage or some other place, we would be interested in haveing such information to pass along to the Army.

For your information, the Army is apparently no interested in the property protection aspects of the problem, but rather in its military aspects.

In obtaining this information we have avoided contacting the Japanese, but rather have limited our survey to information coming into the hands of our representatives without going back to the Japanese on the specific point.

R E Everson, Assis Cashier

May 19 1942

Memo: to K.R. Bendetsen
CAD
WCCA

Evac. Auto. Collectively stored by Private arrangement

City	Address or Agent	No. of vehicles
Fresno	O.K. garage 1402 Kern St.	45
"	West Side garage 1500 Kern St.	45
Livingston	G.A. Momberg	?
Perkins	Nash de Camp Warehouse	?
Placer County	" "	?
Salinas	E. Side Calif. St. Between Lake + Market	28
Salinas	Vieira Ranch (Tom Burn)	6
Salinas	221 Main (A.V. Rianda	6
S.F.	1701 Sutter (Arrow garage)	6
S.F.	Geary + Buchanan	?

Nash de Camp: rent $2.00 per month

May 22, 1942

MEMORANDUM

TO: Mr. H. D. Armstrong

FROM: John W. Dooley

SUBJECT: Personal Property and Motor Vehicles received

Out of thirty three Civil Control Stations handled as of this date, the Federal Reserve Bank of San Francisco have received 11,391 items of personal property from a total of 922 family units. This property has been stored in one of the ten leased warehouses strategically located throughout Northern California and environs.

At the same time, we have received from these Civil Control Station evacuation, a total of 147 motor vehicles. Of these, 54 are for storage and 93 for sale to the United States Army under Alternative No. 1 and Alternative No. 2, respectively of WCCA Form FRB 3 and FRB 4.

Out of the 54 received for storage, we have now obtained consent of four owners to sell their cars to the Army. To date, 23 automobiles have been disposed of to the Army and payment has gone forward to the evacuee and legal owner in cases where there was an indebtedness against the motor vehicle.

In addition to the 147 automobiles mentioned above, we received one car from a volunteer doctor at the Tulare Assembly Center for storage. At this moment we are attempting to obtain his consent to sell his car to the Army.

JW Dooley

John W. Dooley

JW Dooley

REW

SCHEDULE I

WCCA Form FRB-2

Civil Control Station	C. E. Order Number	Number of Family Units	Number of Packages
San Francisco	5	48	594
Salinas	15	14	214
Watsonville	16	2	36
Berkeley	19	18	235
San Francisco	20	94	1,339
Vacaville	23	81	888
Byron	24	9	103
Oakland	27	17	71
Oakland	28	17	360
Hayward	34	23	170
San Mateo	35	36	215
San Francisco	41	78	1,465
Tulare	44	13	220
Hanford	45	2	-
Loomis	47	29	329
Newcastle	48	33	410
Modesto	50	4	61
Merced	51	21	404
Sacramento	52	117	1,084
Stockton	53	17	432
Selma	62	3	60
Madera	63	1	61
Fresno	64	37	412
Santa Rosa	65	2	30
Yuba City	69	5	8
Lodi	70	20	297
Isleton	75	54	728
Chico	76	12	76
Gilroy	77	6	35
Woodland	78	59	685
San Francisco	81	17	369
Bakersfield	85	33	*
	Total	922	Total 11,391

* Not completed

SCHEDULE II

Received

for Storage or Sale to Army

WCCA Form FRB 3 - 4

Civil Control Station	C.E. Order Number	Alternative No. 1 (Storage)	Conversion from No. 1 to 2	Alternative No. 2 (Sale to Army)	Total	Sold to Army
San Francisco	5			2	2	2
Ventura	12	3		2	5	
Santa Barbara	13	23		7	30	
Arroyo Grande	14	5		4	9	
Salinas	15	2		3	5	
Berkeley	19			11	11	6
San Francisco	20	3	2	5	8	4
Vacaville	23	2		3	5	
Byron	24	4		9	13	
Oakland	27	1		6	7	5
Oakland	28			4	4	4
Hayward	34			2	2	
San Mateo	35	2	2		2	1
San Francisco	41	1		3	4	1
Tulare	44			1	1	
Hanford	45	2			2	
Loomis	47	2			2	
Merced	51			1	1	
Sacramento	52			9	9	
Stockton	53	2		4	6	
Selma	62	1		7	8	
Fresno	64	1		4	5	
Yuba City	69			1	1	
Isleton	75			2	2	
Woodland	78			2	2	
Bakersfield	85			1	1	
		54	(4)	93	147	23
(Volunteer, Tulare Assembly Center 1					1	
				Total	148	

FRB- letter

May 22, 1942

Jimmie Kajiwara
W.C.C.A. Assembly Center
Tanforan Race Track
San Bruno, Calif.

Dear Sir: (20) Family No. 14616

At the time the Exclusion Order, affecting the area in which you previously resided, was being carried out, you delivered your motor vehicle to the Federal Reserve Bank of San Francisco, as Fiscal Agent of the United States, for storage at your own risk and without insurance, with the understanding that such storage would be in an open area which would subject it to more or less rapid deterioration.

With the thought in mind that you might have been hesitant to offer your motor vehicle for sale to the United States Army at that time, because you had no assurance of the amount which you would receive for it, we have had it appraised by two independent appraisers.

The Army, through this Bank, is now ready to make a definite offer, based on this appraisal, as follows:

Amount offered	$358.45
Less amount which will be acceptable as final payment by legal owner	$--- --
Balance to be remitted to registered owner .	$358.45

Should you now feel that because of the rapid deterioration to which your car is subjected, you are willing to accept payment as indicated above, please so indicate in the space provided below.

Please give this matter your immediate consideration, as the appraised value, as mentioned, is based upon an immediate sale to the Army and cannot be held open for an indefinite period of time.

Yours very truly,

Assistant Cashier.

To the Federal Reserve Bank of San Francisco,
Fiscal Agent of the United States

I wish to sell my car to the Army under Alternative No. 2 on WCCA Form FRB-4 on the above basis instead of having it held for storage. This will constitute your authority to effect such sale.

_____

May 28 1942

Memo to Bendetsen
From Hale
Disposition of trailers of Evacuee

14 autos and 14 trailers in Santa Anita for storage. Trailers valued at about ~~10~~x $10 for most of them (range $7.50 to$35). It would seem undesirable to hold trailers in storage undefinitely. What treatment to give to trailers ?

Bendetsen to Hale June 1, 1942

Re-above memo:
"you are hereby advised that these trailers will be ~~considrede~~ considered as accessories to their eprtinent cars." The FA will honor the payment made by FRB for the car and its accessories.

WDC & FA
WCCA

June 3 1942

Memo to FRB
From Bendetsen
Reduction of Expense of ~~xx~~ car storage

1. Due to the relatively few cars offered for storage in connection with the evacuation program, the original plan for guarding them in various localities is proving unreasonably costly

authorizes deviation
2. This office ~~ixxauthorizedxtoxdeviate~~ from the original plan and authorizes placing cars in such warehouses(already guarded by FRB)as are conveniently located to the cars and where such arrangement is ~~xx~~ satisfactory to the lessor.

3. This office authorizes further deviation from the original plan and~~xdirect~~ directs that commercial "dead storage" be procured and cars be stored therein when this is more economical than (2)

FRB

June 10 1942

Memo to Bendetsen
From Hale

Re: above memo:

Evacuees cars have been removed from Turlock and Stockton Assembly center and have been placed in dead storage in the following cities. All cars were removed from Fresno Assembly center and have been removed to the Fresno warehouse.

WDC & FA
WCCA

July 16 1942

Subject: Acquisitionm of lightweight Motor Vehicles appraised in excess of ~~$750~~ $750
To: Federal Reserve Bank

1. Authority to purchase 1942 passenger vehicles from ~~the~~ Japanese evacuees ~~xxx~~ at a price in excess of $750 each is clearly set forth in the communication received from Lt. Col B.A. Johnson, and based on the statute as amended we herewith supplement our memo of April 2, 1942 accordingly. Payment up to $925 is approved if in your opinion such amount is necessary for the acquisition of the property

2. The max. price of $925 each applies to 1942 auto.only. The auto. of of earlier date cannot be purchased at more than the max. of $750 regardless of the fact that it is valued above this max.

K. R. Bendetsen

Federal Reserve Bank of San Francisco,
Fiscal Agent of the United States,
Evacuee Property Department

MOTOR VEHICLE INSPECTION
AND VALUATION REPORT

Make Chevrolet
Model 1/2 Ton CCBX
Body Type EXPRESS
Mileage 10935
License No. 6A1628
Serial No. 6BK10-2720
Engine No. BD 100733

Name Frank Kinei Higa
Family Number (85) 31473
Date June 22, 1942

	OK (✓)	AMOUNT
Body	✓	$
Springs	✓	
Tires	Skins	
Frame	OK	
Starter	OK	
Generator	OK	
Clutch	OK	
Transmission	OK	
Brakes	OK	
Rear End	OK	
Engine	OK	
Other Repairs All OK but Tires		90

TOTAL - - - - - $

Blue Book - Wholesale Value - - - $ Not listed in Kelley
Less, cost of Reconditioning - - $ 550.00 / 90.00
5 Tires if available
Appraised Valuation - - - - - - - - $ 460.00

Appraiser: V. C. Downey
Appraiser: E. L. Drouet

EPM-6 (4-42)

Of no value whatever for resale unless tires are available

V.L. DOWNEY FOR:
TOM SPEAR - DODGE + PLY. DEALER

ED DAOUST FOR
A.H. SCHULTZ. - CHEVROLET DEALER

7/30/42
Memo to Bendetsen
From Hale FRB of SF
Subject Requisitioning of autos owned by Japanese evaucees.

1. Reference is made to your memorandum dated 7/14/42 and the enclosure therewith relating to the above subject.

2. If you conclude to proceed in accordance with the terms of your memorandum, giving the evacuees a "last call" opportunity to voluntarily sell their vehicles to the Army, followed by a requisitioning procedure in the event they should fail to make that election, we would suggest the circulation of a letter, containing the substance of that attached hereto, among the avacuees involved giving them the final opportunity to sell their vehicles.

3. We understand that your memorandum related only to the procedures respecting vehicles presently in the custody of this bank for storage and that you will desire that the final sales offer be extended by this bank. If you desire that the offer be extended by us, may we request that your directive include an instruction to inform the evacuees that the Army proposes to exercise a requisitioning power in cases where evacuees refuse to sell voluntarily and that the form of letter to be addressed to the evacuees be likewise expressly approved.

You have previously been given an opportunity to sell the motor vehicle, previously stored with this bank, to the U S. Army for the appraised value which has been established by two independent appraisers. The Army's purphase offer has been communicated to you which, if accepted, would result in payment to you of the am't set forth below calculated as follows:

While some time has elapsed since the appraisal of the vehicle & the conditions under which your motor vehicle has been held have perhaps tended to reduce its value, the Army is, nevertheless, prepared to renew its offer in order to give you a final opportunity to realize a fair value for your interest in the vehicle.

We have been instructed by the miltary authorities to advise you that it you decide not to take advantage of this offer, the Army proposes to requisition the vehicle in accordance with legal process pursuant to the provisions of the Act of Oct 16, 1941 (55stat.742).

Will you, therefore, give this matter your immediate consideration and if you conclude to dispose of your vehicle voluntarily to the Army, on the basis outlined above, sign the election appearing on this letter, returning the original to us

Assis Cashier.

WDC & Fa
WCCA
8/29/42

Memo to FRB
Sub; Requisitioning of Vehicles Owned by Japanese Evacuees

1. It is desired that the FRB take immediate steps to acquire without previous notice, at the appraised value & without bonus, the remaining Japanese-owned vehicles now under custody of the FRB.

2. The Army, thru the bank, will requisition the aforesaid vehicles. The authority to requisition is exercised under the Act of 8/16/42 (55Stat. 742).

3. In order to requisition the vehicles, it is necessary that certain forms be executed covering each vehicle. (Submission of "Proposal for Requisitioning & Disposal of Property Under Act of Oct 16, 41 As Amended.") Pursuant to previous discussion & arrangement these forms will be mimeographed by the Bank, the attacked form of which is an example. Information under paragraphs 5 to 13, inclusive, is a repetition in each case & may be indluded in the mimeographing process in order to simplify & expedite the completion of same.

4. The appropriate information concerning each vehicle of owner will be entered by the Bank in paragraphs 1 to 4, inc.

5. The Bank will attach a written memo referring to (e) setting forth the fact that the individual owner was contacted previously & that an effort was made to induce the owner to sell the vehicle voluntarily.

6. The original & 6 copies will be executed for each vehicle requisitioned.

7. When the forms have been completed, they will be forwarded to WCCA for proper dispatch to the WD, Services of Supply, Wa., D.C.

8. The requisition itself is signed by the Under-Secretary of War, returned to WCCA, & dispatched to the FRB for service on the holder of the property.

9. The owner may be served by registered mail & a rec't secured as evidence.

10.. If a voluntary sale of the vehicle is made to the Army in the interim, the requisition may be cancelled.

11. Should the appraised value of the vehicle be less than the am't due the legal owner & if the legal owner elects to take possession of the vehicle in lieu of payment, the Bank is authorized to make such delivery upon his request.

12. When notice is served upon the owner, the WCCA will notify the Dept of Motor Vehicles that the Army has requisitioned & taken possession of the vehicle, and that the records of that Dept should be changed accordingly.

13. It is contemplated that payment for the property will be made by the Finance Office, US Armay, thru the Inspection & Fiscal Division, WCCA.

For the Assis, Chief of Staff: Wm A Boekel

WDC & Fa
WCCA
9/12/42

Memo to FRB
Sub: Requisitioning of Japanese-owned Vehicles in the Custody of the FRB

1. Pursuant to the request contained in your memorandum of 9/11 we've returned by special messenger Proposals Nos. 44, 71, 76, 80 & 107. The vehicles which these proposals cover have been sold in the interim.

2. Reference is made to Japanese-owned vehicles which the Army intends to requisition. It is desired that no further sale of these vehicles to private individuals shall be accepted by the FRB.

Wm A Boekel

9/12/42

Memo for H. G. Reuschlein, Capt AUS
Headquarters, Services of Supply
Requisition Section

Sub: Requisitioning by Army of Vehicles Owned by Japanese Evacuees

1. Under separate cover, this office is sending by air express completed forms entitled. Submission of Proposal for Requisitioning & Disposal of Property Under Act of Oct. 16, 41, As Amended, for the requisitioning of 117 motor vehicles. Each vehicle is covered by a separate proposal consisting of an original & 6 copies. These forms of proposal are numbered consecutively, & your attention is directed to the fact that Nos. 44, 71, 76, 80 & 107 have been omitted due to the fact that the vehicles were sold in the interim & the proposals conceled.

2. These vehicles are owned by persons of Japanese ancestry whose owners are in Assem. Centers of Rel. Areas. All of the aforesaid vehicles are stored in the open at the Santa Anita Assem. Center, Arcadia, Calif. with the exception of 4 vehicles stored in the S.F. Area, one in Seattle, & one in Portland.

3. The owners of the aforesaid vehicles have been contacted previously by the FRB in whose custody the vehicles have been held. Each owner has been given the opportunity of making voluntary sale to the Army thru the FRB & in each case the owner has refused to sell. The am't offered the owner was determined by 2 qualified disinterested appraisers, under direction of the FRB.

4. To date, 1478 vehicles have been sold voluntarily by Japanese evacuees to the Army thru the FRB. The vehicles which the Army now intends to requisition will be those which the owners have refused to sell voluntarily. When requisitioned, the owner will be paid the am't at which the vehicle was originally appraised.

5. The Army has urgent need for these vehicles for field and administrative use. Where use of the vehicles is not permitted because of mechanical condition, it is intended that the parts of such vehicles will be salvaged and the metal and rubber reclaimed.

6. Because the vehicles are in open storage, they are subject to rapid deterioration & their usefulness to the Army is rapidly declining. The Commanding General WDC & FA has directed that appropriate action be taken in order that the Army may immediately requisition these vehicles for its use. The Proposals for Requisitioning should be submitted without delay to the proper authorities for appropriate action. It is desired that the requisitions, when issed, be dispatched to this office immediately for service upon the owners.

Karl R. Bendetsen

Sept 12

Wire

To Los Angeles

We are directed by the WCCA not to permit any further transactions resulting in the withdrawal of cars covered by the requisition proposals all of which have now been submitted to that agency effective immediately. Please acknowledge receipt of wire

Answer to this wire Sept 12. LA to Everson O.K.

---

8 cars were sold before above wire came preveting any future sales:

Roy R. Yokota 2009
1174 Stewart and Gray Rd. Downey S.A. Dodge Express

K. Endo 30 SP 110
801 G. La Paloma St. Wilmington S.A. Plymouth 1934 Coupe

Fumiko Ishikawa 30 SP 242
POB 503 Torrance S.A. Ford 8 1936 Tudor Tour

and cases 44, 71, 76, 80 and 107 see cards.

10/9/42

Memo to: Wm. Z. Boekel
WCCA

Subj: Sale of Japanese-owned vehicles to private individuals.

1. Reference is made to your memorandum dated 10/6/42 on the subject of the release of the truck of Kiyoshi Minami, Lic No. T-2255, for sale to a private individual as an exception to the policy that vehicles of evacuees submitted for requisitioning should not be released for private sale.

2. Our Los Angeles Branch informs us that the evacuee in question has decided to sell the vehicle to the Army, which transaction is now being functioned.

Everson, Assis. Cashier

WDC & FA
WCCA
10/6/42

Memo to FRB
Sub: Sale of Japanese-owned Vehicle to Private Individual

1. Reference is made to a Ford truck, Lic No. T-2255, Engine No. 18-3611085, stored at Santa Anita under custody of the FRB. The vehicle is registered in the name of Kiyoshi Minami, evacuee at the santa Anita Assembly Center.

2. The above-named Japanese has been able to negotiate a private sale of this vehicle at an am't considerable in excess of the appraised value, It's desired, therefore, that the bank release the above-mentioned vehicle for sale by the owner to any private buyer whom the owner may designate. The owner has already been notified of this permission thru the Center Manager at Santa Anita.

3. The subject case is to be considered as as exception to the policy expressed in the directive dated 9/12/42 addressed to the FRB from this office & in which it was requested that sale of Japanese-owned vehicles other than to the Army be discontinued.

For Director WCCA, Wm A Boekel

L.A. Branch 11/13/42

The auto. stored at Phoenix was appraised by Mr. W. A. Coffin & Mr. F. L. Richmond. Both of these men are associated with the Lightning Moving & Warehouse Co., with whom the car is stored.

F C Bold

FRB 11/14/42

Attn: Mr. R E Everson

Gent.:

In compliance with your request per attacked letter, signed copies of forms EPM 10 with delivery dates of vehicles notated thereon are enclosed.

Geo L Olander
Lt Col QMC

11/17/42
WCCA
Sub: Motor vehicles of Jap. Evac. Submitted for requisitioning

In connection with the 4 motor vehicles in our head office zone which have now been delivered to the Army, we're enclosing the following:

1. Conformed copy of rec't EPM 10 covering Sedan Taxi GMC 6, which was the subject of Req. Proposal No 1, WD Req No. 21, together with the ownership certificate tor that vehicle;

2. Conformed copy of rec't EPM 10 covering Ford 4 Stake Body Truck which was the subject of Req Proposal No 2, WD Req No. 22, together with ownership & registration certificated covering the vehicle;

3. Conformed copy of rec)t EPM 10 covering Dodge 4 Stake type Truck, which was the subject of Req Prop No 3, WD Req no 23, together with registration card covering the vehicle;

4. Conformed copy of rec't EPM 10 covering Willys 4 Coupe, which was the subject of Requ Prop No 4, WD Req No 24, together with '42 registration card covering vehicle.

It'll be observed tha rec'ts show delivery of the vehicles to the QC pursuant to instructions contained in your directive of 10/30/42 & that the rec't forms show the value attributed to the vehicles by the original appraisals made at the direction of this bank on the dates indicated on the enclosed forms.

Kindly acknowledge receipt of the enclosures by signing & returning to us the accompanying copy of this letter.
Assis Cashier.

Evac. Prop Dep't (Delivery to Military Authorities of Vehicle of Jap. Evac. remaining in your custody)

11/18/42

The Army, thru the local office of WCCA is making arrangements to reappraise the 1 vehicle which remains in you custody, preliminary to taking delivery of the auto.

We've received instructions from the WCCA to permit the Quartermaster Corps to take delivery of the vehicles remaining in our care, against receipt on Form EPM 10.

We're uncertain when the Quartermaster C. will be prepared to receive the vehicle which you are holding but when the delivery is effected please prepare the receipt form as sample enclosed, preparing a sufficient number of copies so that 2 conformed copies may be forwarded to this office. We'll retain 1 copy & forward the other one to the office of the WCCA.

You'll observe that enclosed sample shows the am't of original appraisal made under our direction & date of that appraisal.

Should your local QC liaison officer ask you to take delivery of vehicle, it'll be in order for you to do so, making the necessary receipt, the original of which should undoubtedly be retained in your own files.

If, by chance, you've occasion to use Form EP 6 in connection with the vehicle kindly provide us with 2 conformed copies of the Form. Also, please forward any registration & ownership certificates which you may be holding with respect to that vehicle so that they may be transmitted to the WCCA.

Assis Cashier

Evac. Prop. Dep't
Delivery of remaining vehicles to Army
11 23, 1942

We are informed by the local Quartermaster Corps' headquarters that they are instructing Major Howard, Quartermaster Corps. So. Calif. Sector, Huntington Hotel, Pasadena, to receipt for the cars remaining in your care at Santa Anita Assem. Cen. & at Chino

We understand that the present plan is that the Quartermaster Corps' representative will sign the receipt for (Epm 10) and that the Santa Anita vehicles will be left in the care of the Army personnel resident there. The Chino vehicles will probably be taken to Santa Anita if Army personnel is available.

It will be in order for you to withdraw the guards at Santa Anita Assembly Cen. when the Army's receipt has been obtained. If you find that the Army will not be able to pick up the Chino cars promptly, we suggest that you write the Garage where they are stored directing the garage to look to the Army for payment of charges after such date as is appropriate. The bill for any subsequent storage charges should be forwarded to the Quartermaster Corps, WDC & FA, Presidio, S.F.

For your info., Capt Haight, local Quartermaster Corps' representative, has talked with Major Howard this afternoon on the matter of guarding the vehicles there after the guards are withdrawn.

The car at Phoenix is being appraised, & wi'll communicate with you later re delivery of the car to the Army.

L.A. Branch
Evac. Prop. Dep't
12/1/42
Your letter Nov. 2, 42

There are enclosed in duplicate 60 conformed copies of Forms EPM-10, covering 52 Vehicles in our custody at Santa Anita & 8 at Chino, Calif.

There are also enclosed 57 registration certificated, 3 certificated not being delivered to us.

These cars were delivered today to John F. Howard, Major, QMC, Southern Calif. Sector

The guard service at Santa Anita was discontinued today, & we shall forward you the fire extinguisher in a few days.

F C Bold, Assis. Manager

12-5-42

Capt Chas A. Middleton
WCCA

Subj: Motor Vehicles of Evacuees

We're enclosing copies of our schedule of motor vehicles delivered to the Quartermaster Corps (Form EPM 10) covering each of 60 vehicles, 52 of which were stored at Santa Anita Race Track, and 8 at Chino. The vehicles involved are described in the attached list.

Registration certificates covering each vehicle are likewise enclosed except in 3 cases. No such certificates were provided us with respect to

'39 Dodge Panel, State License D5836 deposited by Junnosuke Tanji, Fam No 3711

'39 Buick Sedan, State License 41V157 deposited by M. Shiota, Fam No 5523

'37 Plymouth Pickup, State License 67T821 deposited by Leo Hashiguchi Fam No 4109

It will be observed that a registration certificate covering a home made trailer accompanies the Dodge 6 4-Door Sedan, License 20R337 Both the trailer and the sedan are described on the same schedule.

The receipt form is accompanied by our Form EP 6 (Statement of Indebtedness Owing to Legal Owner of Motor Vehicle) in the case of the '33 Ford Truck, License T2347 deposited by Suye Igarashi Fam No S.P. 215.

These vehicles were, of course, covered by requisitioning proposals previously submitted.

You'll observe that receipt form discloses the am't of original appraisal made by this bank pursuant to your directions.

Kindly acknowledge rec't of enclosures by signing & returning the accompanying copy of this letter.

Everson
Assis. Cashier

Rec't of above described documents is hereby acknowledged This _____day of Dec '42
WCCA
By_____
H D Armstrong

Dec. 5 1942

Make	Type	Lic. No.
34 Chev	Stake Truck	M8792
29 Ford	Tudor Sedan	09W964 (1941)
33 Ford	Pickup	08W235
37 Dodge	Touring Sedan	20R337
Homemade	Box Trailer	221845
39 Int'nat'al	Stake Truck	R7642
32 Ford	Stake Truck	M8512
33 Ford	Flat Bed Truck	T2347
37 Chrysler Airflow	Touring Sedan	67U329
36 Ford	Pickup	28r929
31 Ford	Tudor Sedan	75B494
30 Chev.	Stake Truck	T930
42 Dodge	Panel Truck	U4241
36 Chrysler	Touring Sedan	28Y454
37 Pontiac	Touring Sedan	74X233
27 Dodge	Road Box Commercial	25A153
31 Auburn	Sedan	11W144
35 Chev.	Standard Sedan	70Y835
30 Ford	Stake Truck	88630
34 Ford	Stake Truck	T5547
30 Buick	Sedan	68V769
37 Ford	Stake Truck	R8280
32 Ford	Stake Truck	R5775
36 Plymouth	Bus Coupe	55Q487
31 Ford	Sport Coupe	02X763
37 Chrysler	Touring Sedan	8S7242
29 Ford	Sport Coupe	36V790
37 Ford	Stake Truck	R5486
38 International	Flat Truck	T232 (Certificate shows (incorrect number
29 Reo	Flatbed Truck	R1706(as T215)
39 Dodge	Panel	D5836
30 Chev	Pickup	98U361
31 Chev	Panel B	45B297
31 Ford	Pickup CC	12Q247
38 Chrysler	Touring Sedan	09C164
29 Ford	Standard Coupe	91N898
32 Ford	Standard Coupe	19Y660
31 Ford	Standard Coupe	12N993 (1941)
30 Ford	Deluxe Coupe	8K4244
29 Chev	Coach	8T6424
31 Buick	Coupe	27Y103

Dec. 5, 1942

Make	Type	Lic No.
36 Plymouth	Touring Sedan	17W441
30 Roosevelt	Sedan	92U791
31 Ford	Tudor	34V804
31 Chev	Sedan	82Q486
29 Franklin	Sedan	06R744
29 Dodge	Sedan	81Q138
37 Nash	Sedan	75N663
31 DeSoto	Coupe	93N913
37 Chev	Panel	S1805
37 Dodge	Tourint Sedan	75N662
39 Buick	Touring Sedan	8Z4575
39 International	Stake Truck	M8759
29 Essex	Coupe	83P326
39 Buick	Sedan	41V157
39 Chev	Master Coupe	42W106
38 Chev	Panel Delivery	S5498
30 Plymouth	Sedan	49W369
s0 Ford	Panel	05U536
30 Ford	Sedan	05U535
37 Plymouth	Pickup	67T821

March 11, 1943

MEMORANDUM TO THE FILES:

SUBJECT: Report of Wayne L. Phelps on Stored Automobiles and Trucks; also Equipment.

STORED IN C. H. MILLER GARAGE, PERKINS, CALIFORNIA

Owner	Year	Make and Model	License Number
G. F. Kono	1936	Chevrolet Spt. Sedan	41M860
T. Kuwabara	1939	Chevrolet Spt. Sedan	21M806
Ray Mori	1939	Chevrolet 4-D. Sedan	32M791
No Name	1931	Chevrolet Sedan	46M616
Hiroshima,		Mercury (no white slip)	36M267
K. Oki	1941	Chevrolet Sedan	31C294
K. Sakai	1940	Plymouth 4-D Sedan	52H756
Msatsu Tanaguchi	1936	Chevrolet Sedan	18M936
Ray Mori	1935	Chevrolet Pickup	05M605
Abe,		1½ Ton Truck, Model B Ford	P CM9373
K. Yamamoto	1936	Chevrolet 1½ Ton Flat Bed Truck	P CA1432

STORED WITH S. N. EPPERSON, WOODLAND, CALIFORNIA

Katashi Nakayama	1941	Cadillac Sedan	98D602
Tasaki Hitomi	1942	Chevrolet 2-D. Sedan	14M593
Yaozo Hitomi	1941	Chevrolet 4-D. Sedan	4B3982
K. Nakayama	1941	GMC 2-Ton Truck	- - -
K. Nakayama	1941	Ford V-8 Pickup	11C451

STORED IN WOODLAND GIBSON RANCH (Also Equipment)

Wm. Kitamura	1938	Dodge 4-D. Sedan	64D177

File Copy

#2 Report on Stored Automobiles and Trucks

STORED IN ELECTRIC GARAGE, WOODLAND, CALIFORNIA (Will Sell)

Owner	Year	Make and Model	License Number
Rose Sakaida	1941	Plymouth 4-D. Sedan	640643
Tom M. Murahimi	1937	Graham Sedan	32M421

(R. Nakamura, 8E, 3A, Amache, Lamar, Colorado, has several cars stored in own building; Bank of Woodland, Custodian, but building completely boarded up--could not enter and bank does not have inventory)

C. Cook of Artz & Cook, Sacramento

Owner	Year	Make and Model	License Number
Kohono,		Model T Ford Truck	24M709
Lester Matsomato		Model A Ford Truck	- - -

STORED WITH LAYTON KNAGGS (Who would like to buy but evacuee says "no")

Y. Oaki	1941	Dodge 4-D. Sedan	- - -

ODA EQUIPMENT AND CARS STORED IN BARN ON ODA RANCH
(Mr. Dick Stephs holds limited power of attorney, but cannot get into barn.)

Y. Oda	1940	Chevrolet Coupe (no tires)	- -
Y. Oda	1938	1½-Ton Truck (no tires)	- -
Owner Unknown	1937	Chevrolet Pickup	- -
Owner Unknown	1937	V-8 Ford Sedan	- -

STORED ON TAKEUCHI RANCH (Mr. Townsend of Sacramento Co. Recorder's Office has Power of Attorney)

Tokio Takeuchi	1937	Pontiac 4-D. Sedan	- - -

STORED WITH GEORGE FEIL, FLORIN, CALIFORNIA

Harold Ouchida	1941	Dodge 4-D. Sedan	- - -

#3 Report of Stored Automobiles and Trucks

STORED IN HODGE GARAGE, FLORIN, CALIFORNIA

Owner	Year	Make and Model	License Number
Atsumi Eto	1939	Ford Coupe	14X502
Kiyoshi Tsuda		Pontiac 4-D. Sedan	32M663
Tomosaburo Otani	1939	Buick Spt. Coupe	47M393
Ernie H. Kurima		Pontiac Coupe	13T852
Rae Y. Kihara	1936	Buick 4-D. Sedan	03M577
T. Y. Furukawa	1940	Ford 4-D. Sedan	17M858
F. S. Matsomoto	1936	Ford 4-D. Sedan	14M578
_____	1940	Chevrolet 4-D. Sedan	08M725
K. H. Murakami	1940	Chrysler 4-D. Sedan	67R630
T. Kodama	1938	Chevrolet 4-D. Sedan	45M487
Roy Y. Ouga	1935	Plymouth 4-D. Sedan	27X189

STORED WITH MR. BEACH, DODGE AND PLYMOUTH DEALER
ELK GROVE, CALIFORNIA

Rose Michi Hoshimo	1941	Dodge 4-D. Sedan	09M786
N. Mizoguchi	1942	Dodge 4-D. Sedan	5A5743
Ray Miura	1942	Chevrolet 4-D. Sedan	5A5352

STORED WITH MR. KOVAN, NEAR SAN JOAQUIN COUNTY FAIR GROUNDS ,STOCKTON (Mr. Kovan is madking arrangements to purchase the pickup.)

T. Hattori	1938	1/2-Ton Chevrolet Pickup	91J535
Y. Kamaimoto	1940 or 1941	Plymouth 4-D. Sedan	80J289
I. Morimoto	1941	Ford V-8 DeLuxe Cpe.	73J877
K. Fuji		4-D. Sedan	72J739
? Hayakawa	1934	Ford V-8- 4-D. Sedan	77J621

#4 Report of Stored Automobiles and Trucks

Owner	Year	Make and Model	License Number
S. Aoyama	1936	Ford Std. Tudor	7F3758
" "	1938	Ford Pickup	91J381
" "	1936	Chevrolet Sedan	92J215
Unknown	1939	Chevrolet	-- (This automobile is stored with above but could get no data other than shown. Keys to building are held by Mr. Harper of the Stockton Savings and Loan. Mr. Harper holds power of attorney.)

STORED WITH PACIFIC STORAGE COMPANY, STOCKTON, CALIF.:

Frank Y. Abe	?	Buick ?	27C631
R. T. Ito	?	Ford Sedan	27C676
Y. Ito	?	?	82J729
Henry Minami	1941	Chevrolet	71K459
Albert Kawasaki	1940	Mercury	85J462
" "	1939	Olds	83J878
Oshita,	1939	Ford V-8	95J380
Dr. K. Uchida		Buick Sedan	82J180
Ren Yamada		Chrysler Sedan	25C825

STORED UNDER CUSTODY OF FRED HOVEILER, 1015 N. STREET
SANGER, CALIFORNIA

G. S. Mikawa	1934	Ford V-8 1½-Ton 8 Wheel	P C R3857
Frank M. Yasuzaki	1939	Terraplane Sedan	67P279
Yoichi Heyano	1939	Ford Sedan	8B6110
Y. Masuda	1939	Plymouth 4-D Sedan	8C905
Shintaro Okino	1936	Chevrolet ½-Ton Pickup	8B7760
M. Arita	1935	Plymouth 4-D. Sedan	8E7439
Kubota Bros.	1938	Chevrolet 4-D. Sedan	- - -
Morita Fukoto	1938	Chrysler 4-D. Sedan	14U318
Roy R. Kondo	1937	DeSoto Sedan	8C2355
Sam Ogami (In Armed Forces)	1941	Olds Sedan	8E675
T. Kamo	1936	Chrysler 4-D. Sedan	9K4261
Robert K. Kanagawa	1941	Ford 5-Pass. Coupe	22C107
(Father) " "	1941	Buick 4-D. Sedan	8A6317

#5 Report of Stored Automobiles and Trucks

STORED UNDER CUSTODY OF FRED HOVEILER, 1015 N.STREET, SANGER, CALIFORNIA (Continued)

Owner	Year	Make and Model	License Number
	1939	Chevrolet 4-D. Sedan	9X3909
G. S. Mikawa	1942	Buick 4-D. Sedan	5A9727
Grace K. Miyamoto	1937	DeSota 4-D. Sedan	47U430
Albert S. Haranaga	1937	Ford Coupe	8B2983
S. Haranaga	1938	La Salle 4-D. Sedan	8B4136

STORED IN A BOARDED-UP BUILDING UNDER THE CUSTODY OF MR. DENNIS, BUCKHORN SERVICE, SANGER, CALIF.

Y. Takana	1938	Buick
	1942	Chevrolet Sedan
	1938	Chevrolet 3/4-Ton Stake Body
	1930	Chevrolet 1½-Ton
	1929	Chevrolet 4-D. Sedan

STORED ON NAGAMATSU RANCH UNDER CUSTODY OF JOHN SWAN, CONSTABLE OF DEL RAY, CALIFORNIA

Frank Nagamatsu		Buick Sedan	51Z721
" "	1936	Ford Coupe	51Z703

(Two trucks stored in barn; Mr. Crosby of Del Ray (Postmaster) has keys but could not locate. Will write in the description)

#6 Report of Stored Equipment

STORED BY AND BELONGING TO WM. KITAMURA, 7H, 2D, AMACHE

LAMAR, COLORADO

STORED AT ROUTE 1, BOX 5A, WOODLAND, CALIF.

Quantity		Description
1	9-3/4'	Killifer Offset Disc (almost new)
1	#66	John Deere 4-bottom, 14" Gang Hielearance Plow
1	T 74	New Idea Tomato Planter
1	1000-Gallon Water Tank, steel	
2		Horse-drawn Cultivators, single row
1		Horse-drawn ditcher
1		Horse-drawn John Deere 2-row Bean Cultivator
3		Hand Dusters
10		Buckets
3		Sections Williams Type Steel Spike Tooth Harrows
3		Sections Sloping Tooth Steel Spike Tooth Harrows
18 or 20 Bolts		Tomato Muslin
20'		Float (wood)
		3-Row Tomato Market (home made)
		Miscellaneous hand tools

STORED IN Y. ODA'S BARN WHICH IS NAILED UP (The inventory was sent to Mr. Dick Stephens, of Woodland, who has the Power of Attorney (limited) for Y. Oda)

Equipment

1	16'	Iron Harrow (poor shape)
1	20'	Iron Roller " "
1	20'	Wood " (Home made)
2		Six-Row Beet Planters (John Deere)

#7 Report of Stored Equipment

STORED ON BARN ON FRANK NAGAMATSU'S RANCH, DEL REY, CALIF.

(SEE JOHN SWAN)

Quantity	Description
8	Walking Plows (old)
1	2-Gant 10" Plos "
2	Ring Spike Tooth Harrows (old)
2	Riding Cultivators "
1	Drag Harrow "
1	Spring Tooth Harrow "
1	Horse-Drawn Hand Ditcher "
3	Horse-drawn hand Cultivators (old)

There is one 22 Cat. stored in barn at Sanger. Owner unknown. Dick Forsythe, of Sanger, has power of attorney. There is also a complete welding outfit there; belongs to Tom Kawano, who is in Rivers, Arizona.