

KIND OF TRANSFORMER	CAPACITY	PRESURE	NO. OF MACHINE	PURPOSE
SINGLE PHASE	75KVA	3300V/220V	34-38-355	Motive power for plant
"	"	"	34-38-356	"
"	"	"	34-38-357	"
THREE PHASES	75KVA	3300V/220V	34-38-359	"
SINGLE PHASE	150KVA	3300V/220V —110V	34-38-358	heater and fire-firing of tire
"	20KVA	3300V/220V	34-38-361	Lamp
"	10KVA	3300V/110V	34-38-360	"

THE GOVERNMENT OF SAITAMA PREFECTURE

28 July 1947

SUBJECT: Opinion on Application for Temporary Use of
Machine Tools.

TO : Saitama Military Government Team.

FROM : Governor of Saitama Prefecture.

I. APPLICANT:

1. Company Name:

The Seibu Tetsudō K. K.

2. Plant Name:

The Tokorozawa Plant of the Seibu Tetsudō K. K.

II. OPINION:

1. This company was granted permission, by your Headquarters on 7 November 1946, for the use of the land and buildings and 57 machines at the Tokorozawa Arsenal, as a repair shop of its own railroad cars, and there it has engaged in repairing its cars since January of this year.

2. A great number of its cars had been burnt and lost during the war, so at present it feels always a high shortage of cars. And moreover every car of this company's now on rail is in a lamentable condition of being always in need of thoroughgoing repair. It is a thousand pities that these facts are making bad effects upon its transport capacity with the result that the local economic rehabilitation of this country are being interfered with greatly.

3. This decline of its transport capacity owing to the shortage of cars in this company would be amended by repairing its burnt cars to operating conditions.

4. So far, however, all private railroad company in this country as well as this company have had no repair shop of its own, and they have depended entirely upon the repair-plants of the Transportation Ministry in repairing their own cars. But at present the Transportation Ministry itself is hardly capable of repairing even its own cars. Therefore there is no way for this company but to repair its own cars by its own hands.

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5. It is needless to say that an intensification of transport capacity by putting as many cars as possible on rail, is most imminently necessary in view of the present economic situation of this country. So this company has been making strenuous efforts to the repairs of its own burnt electric cars, but it has often been confronted with many a obstacle out of the deficiencies of its equipment, either as a whole or as an unit. So this company has an urgent need of more machine tools, yet now it is very difficult to obtain any new machine tools except the ones now required for reparations custody and control.

Under these circumstances it is sincerely requested that the temporary use of the nineteen (19) machine tools and seven (7) transformers requested on the attached application be permitted by your favorable consideration, until the repairs of this company's thirty still unrepaired electric cars has been completed.

J. Ishimura
Governor of Saltama Prefecture

June 5 1947

TO : Saitama Military Government Team

THROUGH: Saitama Property Administration Branch Office, Tokyo Financial
Bureau

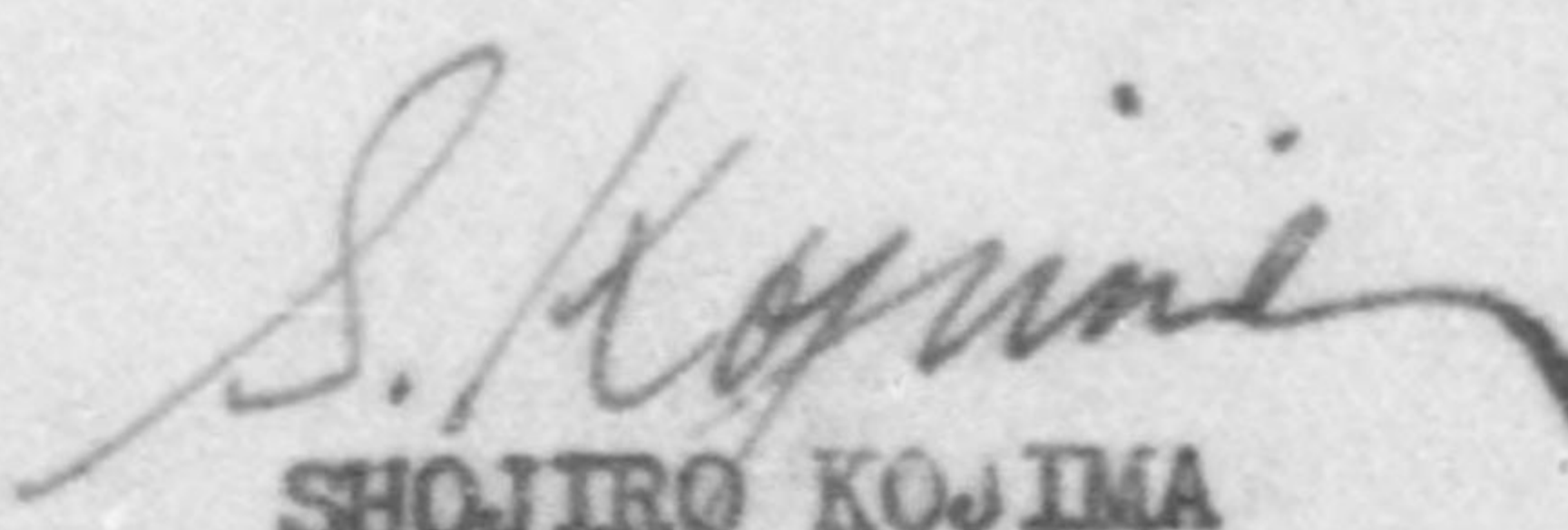
FROM : Seibu Railroad Co. Ltd.

SUBJECT: The Application for using More Machine-Tools

We have endeavoured to maintain our Tokorozawa Truck Factory and works are almost finished except a part. We are now working at the fundamental repair of burned cars, mending of trucks, manufacturing of truck parts, and repairing of motor-cars.

Our business is going smoothly, but we are intending to recover complete transport facilities by filling up the partial and general defects of machine equipments in the factory.

To attain our purpose we need more machine-tools and we are very glad if you permit us to use the machine-tools listed on the annexed paper. (with the explanation)


SHOJIRO KOJIMA
Director, Seibu Railroad Co.

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NAMES OF MACHINE-TOOLS	MACHINE NO.	TO BE USED IN..	REMARKS
Horizontal Milling Machine	34-38-188	Motor-Car Shop	Make of Automobile Parts, Simple work within reach
"	34-38-189	Machine Shop	For general work, quantitative & Acculate parts
Vertical Milling Machine	34-38-321	"	"
Drilling Machine	34-38-178	Motor-Car Shop	Drilling work of automobile parts, for within reach
"	34-38-131	Vehicle Shop	"
Radial Drilling Machine	34-38-306	Machine Shop	Large drilling work of vehicle, automobile, elec. car motor & etc.
Shaper	34-38-302	Vehicle Shop	Parts work of truck & etc. within reach
"	34-38-303	Finishing Shop	For mechanic finish work
Lathe	34-38-240	Motor-Car Shop	
Planer	34-38-288	Machine Shop	
Planing Lathe	34-38-197	"	Flat Dia. 36 Inches
Air Hammer	34-38-260	Forging Shop	"
Tool Grinder	34-38-336	Machine Shop	
Electric Furnace	34-38-259	Forging Shop	
Simple Grinder	34-38-170	Motor-Car Shop	
"	34-38-220	Truck Shop	
"	34-38-168	Machine Shop	
Oil Filter ^{Separator.}	34-38-366	Machine Shop	
Surface Plate	34-38-371	Motor-Car,	1.2m x 1.8 x 2.5
"	34-38-372	Finishing & Forging Shop	1.8 x 0.22 x 0.15
"	34-38-370		1.2 x 1.8 x 0.3

SEIBU TETSUDO KABUSHIKI KAISHA
(The Seibu Railroad Co., Ltd.)

To the Saitama Military Government Team.

, 1947

Application for Permission to Use
The Transformer in Tokorozawa Plant

Sir,

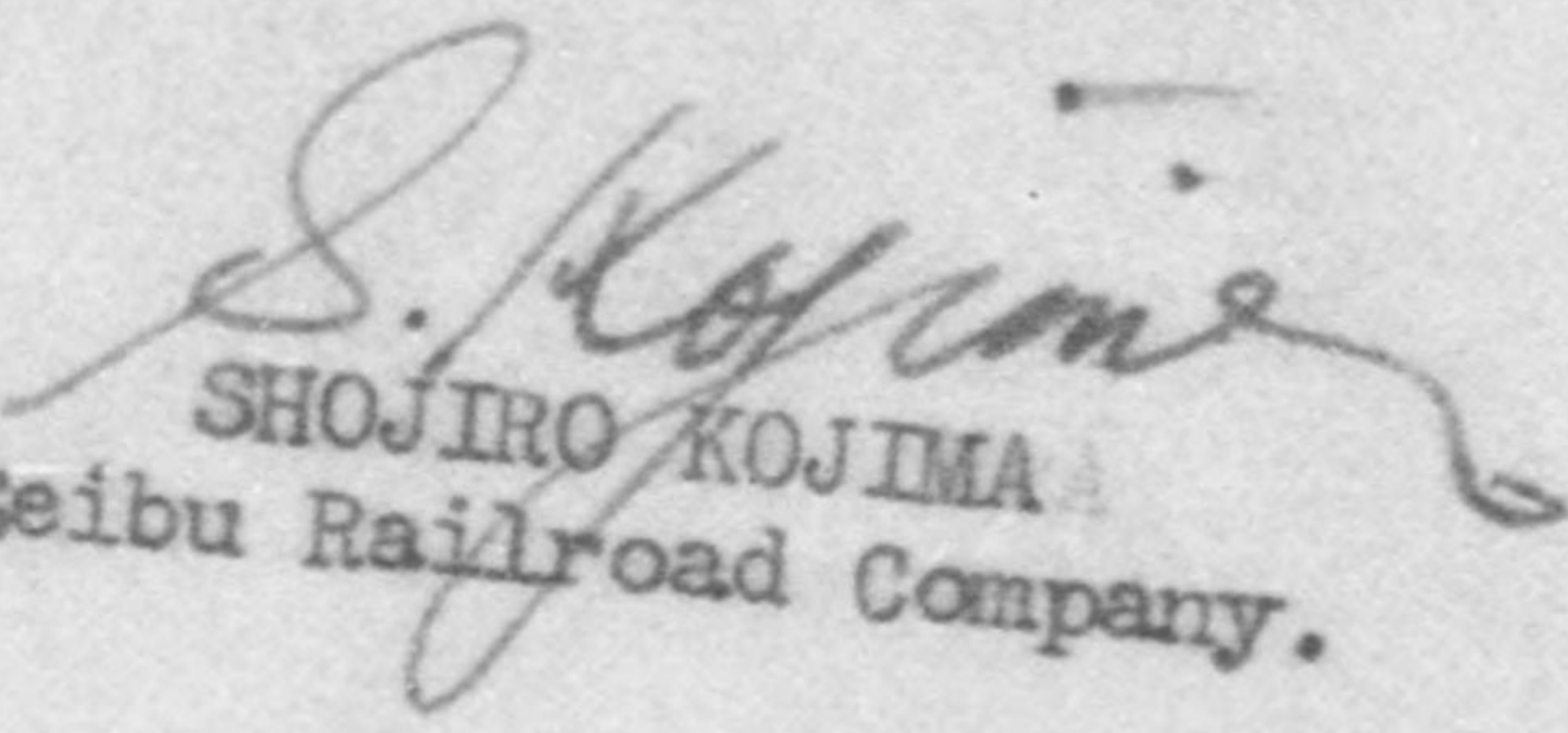
The Tokorozawa Branch of the former Military Arsenal, which we have been permitted by the Saitama M.G. to use as a repair plant of Seibu R.R. Co., subject to immediate shut down for reparations, has nearly been completed in the arrangement. At the present time the plant are raising the results in basic-repairing of bormed car, repairing of truck, repairing of automobiles, or working-up and manufacturing of accessories.

And moreover we are confident of improvement of arrangement for transportation. But the equipments for electric power are being appropriated as it was in age of former Military Arsenal and the operating of the plant will be impossible without them.

So we want hereby the permission to convert and use the equipments (transformer) as follows. (with the explanation)

Hoping you will be generous enough to comply with our request,

Yours obediently,


SHOJIRO KOJIMA
Director, Seibu Railroad Company.

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"	10KVA	3300V/110V	34-38-360	"

TO: Saitama Military Government Team.
Attention: Economic Section.

FROM : Seibu Railway Co., Ltd.

SUBJECT: Explanation Covering Request for Use of Additional Equipment at Tokorozawa Branch of Former Military Arsenal.

1. Factory Arrangements and Production Subsequent to Receipt of permission for Partial Use of Facilities.

Following receipt of permission, dated November 7, 1946, from your Headquarters for use by our company of part of the land, buildings and machine tools (57), at the Tokorozawa Branch of the former Military Arsenal, the procurement of supplies necessary for the conversion of these facilities into a repair factory was immediately arranged for, and since start of work on the project on January of this year the laying out of the land, reconstruction of buildings, laying in of railway tracks, construction of a pit, transfer and arrangement of machine tools, and the setting up of electrical equipment have been completed to the extent of enabling production of necessary parts and of engaging in repair work on war-damaged railway and motor cars,

Monthly production reports are being submitted your Headquarters regularly, but for your further reference we list below the average monthly production covering recent months (mainly from April on):-

Repairs on Railway Cars -----	15 cars
Restoration of Fire-damaged Cars -----	3 cars
Repairs on Motor Cars -----	6 cars
Manufacture of Light Railway Cars -----	27 cars
Manufacture of Car Parts-----	About Y.100,000.00

2. Need for Increasing Capacity of Repair Work on Cars.

In contrast with other railway companies our company has never owned a rolling stock factory, hitherto having depended entirely on government factories for all repair work. However, at the present time, due mainly to war damages, the Government Ministry of Transportation lacks sufficient facilities to satisfactorily meet its own repair demands, and consequently there is no possibility of our repair work being done by the Government factories at this time. Furthermore, due to the fact that our company was from its organization a privately owned railway line the allocation of various supplies and materials during the war was very meagre, government lines being given priority, and as a result it was not possible even during war time to maintain cars under complete repair, let alone manufacture new cars. The decrease in efficiency of cars in operation was a natural consequence, and as this condition has continued more or less on the same level for the greater part of the time since termination of the war, while on the other hand the postwar demand for greater transportation capacity is steadily increasing, it is vitally essential that usable cars be increased with all possible speed and that all cars be maintained in the best condition possible to avoid accidents and consequent damage.

Although the repairing and maintenance capacity of our company has been greatly increased as the result of operation of our present factory, permission for use of which was granted by your Headquarters, and although we have reached maximum production and efficiency with the repair equipment presently at our disposal, we are still short of the capacity required to maintain our railway facilities and motor cars at the minimum operation efficiency required with our rolling stock and motor cars, inclusive, of course, of repairable materials.

In order to attain this necessary minimum capacity we require the use of additional equipment, ie., machine tools and electric transformers, as listed in our Request for Use, with which, together with our present equipment, we shall be able to put into effect an initial minimum capacity production program as follows:

Restoration of Fire-damaged Cars -----	2 cars
Repairs on Freight Cars -----	20 cars
" " Motor Cars -----	10 cars
Manufacture of Railway Cars Parts ----	About Y.100,000.00
" " Other Parts and Accessories --	About Y.100,000.00

3. Need for Use of Additional Machine Tools and Transformers,

The shapers, milling and drilling machines requested are required in our machine shops to augment the presently installed machines, while the other machine tools are required in the forge and other work shops in order to enable these sections to attain the necessary minimum operation capacity.

Regarding the Forge Shop, the Company has already procured and installed a Hydraulic Press for force-fitting tires and other equipment for this shop, but still required, and as yet unobtainable, is the forging machine for Ring Key Cocking.

Regarding our Casting Works, negotiation are in progress for the procurement of most of the equipment required from other sources, but we are unable to obtain an Electric Furnace for heat treating Motor Car Parts (Gage on Pins, etc.) and Railway Car Parts to be manufactured, and this Furnace we have listed for permission to use.

The Oil Filter is greatly needed, especially at this time of acute shortages, in order to enable the reuse of allocated machine oil.

The Transformers are required for the electrical installation in our factory. Under the existing conditions in our country the demand for these Transformers is very great and far exceeds their manufacture. It is therefore exceedingly difficult to procure them and for this reason we are requesting permission for use of the Transformers now stored in the Arsenal. The power use planned is as follows:-

Power for Machine Tools -----	270 KW
" " Lighting -----	100KW
" " Furnace and Heaters -----	70 KW
" " Water Supply and Fire Water Pumps --	30 KW

4. Situation as Regards Replacement of Reparatons Machines Now in Use.

The Company is at present making every effort to replace with non-reparations machines the machines and equipment already permitted for use, and to date has succeeded in acquiring and installing a total of 28 Machines, with 6 more Machines scheduled to be arriving and to be placed in operation in the very near future. However, while it is intended that these newly acquired machines shall be used to replace the present reparations machines, the current repair and production demands on the factory require ~~that not only all the machines, equipment~~ ^{the full use of not} be ~~urgently installed.~~

presently in operation, but also the use of the additional machines as listed above

Furthermore, in the prevailing uncertain economic conditions, and with machine equipment owners hesitant to put up for sale their holdings until the reparations removal program is more clear, suitable machines are very scarce in the open market. Also, prices are exorbitantly high now, and in view of the present restrictions on the use of capital, it is practically impossible to procure further equipment within any given short period of time, which in turn will cause inevitable delays in installation and operation. In spite of this situation the Company is negotiating with the government authorities in an endeavor to obtain with all possible speed further equipment in order to meet immediate production requirements.

In the meantime, however, in order to avoid delay in installation, and to fill the urgent need for increasing factory capacity, it is sincerely hoped that approval will be granted on this Request, and that the Company will be permitted the temporary use of the additional machinery and equipment listed.

FOR SEIBU RAILROAD CO., LTD.

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EIGHTH ARMY I&E TRADE SCHOOL
 I&E DIVISION
 G-3 SECTION
 HQ., EIGHTH ARMY
 APO 343

16 May, 1946

C-E-R-T-I-F-I-C-A-T-E

The following equipment was taken from the Aero Arsenal Tokorozawa, and are to be used at the 8th Army I&E Trade School.

C-12-No 3/8" Cutting Tool

1 Box Scrap Tools

72 - No-3B-35

25 - No-B1W2

16 - 5/8" Cutting Tools

DRILLS

2 - 6.9	8 - 10.
6 - 7.	2 - 10.2
10 - 7.1	4 - 10.3
12 - 7.2	4 - 10.4
5 - 7.3	6 - 10.5
5 - 7.4	2 - 10.9
5 - 7.5	4 - 11.
8 - 8.	6 - 11.2
6 - 8.1	6 - 11.5
12 - 8.2	6 - 11.7
12 - 8.3	6 - 11.9
5 - 8.4	6 - 12.
5 - 8.5	6 - 12.1
3 - 8.7	6 - 12.2
3 - 8.9	6 - 12.5
1 - 9.	6 - 12.7
3 - 9.1	6 - 12.9
6 - 9.2	3 - 13.
8 - 9.3	6 - 13.2
18 - 9.5	6 - 13.5
2 - 9.8	6 - 13.9

19

11 ~~11~~

DRILLS (Continued)

6 - 14.	6 - 18.2
6 - 14.1	4 - 18.5
6 - 14.2	4 - 18.8
6 - 14.5	4 - 19.
6 - 14.7	4 - 19.5
6 - 14.9	4 - 20.
6 - 15.	4 - 20.5
6 - 15.1	4 - 21.
6 - 15.2	4 - 21.5
6 - 15.5	4 - 22.
6 - 15.9	1 - 22.5
6 - 16.	4 - 23.
4 - 16.2	2 - 23.2
4 - 16.5	2 - 23.5
4 - 16.8	4 - 24.
3 - 16.9	5 - 24.5
4 - 17.	4 - 25.
4 - 17.1	2 - 25.5
4 - 17.5	2 - 37.
6 - 17.8	2 - 28.5
4 - 18.	2 - 31.5

H.S. TOOLS

12 - 5/8"
 12 - 3/4"
 12 - 3/8" Boring Bar
 12 - 9/16" Boring Bar

HOLDER

1 Cut off Tool
 2 Straight
 2 Left
 2 Right

FILE

6 Half Round 14"
 12 Double Cut
 12 Single Cut
 12 Rat Tail
 6 Square
 5 Three Corner

 12 - 10" Single Cut
 6 - 10" Rat Tail

 6 - 16 MM Reamer

TOOLS

12 - 12" Scale
3 - 12" Virnia Clipper
1 - 6" Angle Meter
3 - 1" Mic
1 - 2" Mic
1 - 3" Mic
12 - 4" Outside Clipper
12 - 4" Inside Clipper
12 - 6" Outside Clipper
12 - 6" Inside Clipper
6 - 8" Inside Clipper
12 - 8" Outside Clipper

DOGS

2 - 1"
1 - 1 1/2"
1 - 2"
1 - 2 1/2"

DRILL PRESSES

2

ENGINE LATH

1

GRINDING WHEELS

54

BELTS

34

Dan M. Stockbarger
DAN M. STOCKBARGER
2ND LT., CAV.
EXECUTIVE OFFICER

EIGHTH ARMY I&E TRADE SCHOOL
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DAN M. STOCKBARGER
2ND LT., CAV.
EXECUTIVE OFFICER

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6 - 15.	4 - 20.5
6 - 15.1	4 - 21.
6 - 15.2	4 - 21.5
6 - 15.5	4 - 22.
6 - 15.9	1 - 22.5
6 - 16.	4 - 23.
4 - 16.2	2 - 23.2
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DRILL PRESSES

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ENGINE LATH

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GRINDING WHEELS

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