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DEPARTMENT OF JUSTICE  
WAR DIVISION  
ECONOMIC WARFARE SECTION

REPORT ON  
SOUTH MANCHURIA RAILWAY CO. PURCHASES 1937-1941  
THROUGH MITSUI, OKURA, ATAKA, NEW YORK

26 Oct 43

Submitted by: Charles T. Caddock  
War Division  
Department of Justice  
New York, New York



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Economic Warfare Section  
War Division  
Department of Justice  
Washington, D. C.

Confidential Report  
October 26, 1943 (Report No. 226)  
Re: South Manchuria Railway Co.  
Purchases 1937-1941 Through  
Mitsui, Okura, Ataka, New York  
Submitted by: Charles T. Caddock  
War Division  
Department of Justice  
New York, N. Y.

SOUTH MANCHURIA RAILWAY CO. PURCHASES 1937-1941

THROUGH MITSUI, OKURA, ATAKA, NEW YORK

I. Introduction

The South Manchuria Railway Co. (SMR), which was described in one of its own publications\* in 1930 as "a semi-government institution,.... one of the most important factors in the advancement of Japan's aims and policies in Manchuria", was in 1941 under the control of the Japanese Army and an important factor in the exploitation of Manchuria and China.

To carry out the proposed plans of large expansion in the years immediately preceding the outbreak of war, SMR required vast amounts of equipment. When Japanese manufacturers were unable to supply the demands, purchases were made in America through the large Japanese trading companies.

The New York office files of these trading companies are at present in the keeping of the Alien Property Custodian, in a warehouse at 27 Cliff Street, New York City. This report, one of a series arising from an investigation of these files, lists the SMR purchases made through the machinery and engineering departments of the Mitsui, Okura and Ataka Companies from 1937 to 1941. Reports on the purchases and inquiries in the files of Mitsubishi Shoji Kaisha New York Office were submitted on July 3, 1943 and July 30, 1943 (NY #193 and NY #198). The three reports arose from a request of Charles Layng, Esq., Department of Justice, Chicago, for all information concerning transportation in Manchuria.

\* Manchuria Today - H. M. Kinney, Dairen, 1930.



## II. Findings

The STR five year plan of expansion under army control, from Showa 15 to 20, (1940 to 1945) was shortened to a three year plan, to be completed by 1943.

Many difficulties were encountered in meeting the requirements of the expansion plans which necessitated seeking equipment in Europe and America.

The combined purchases of STR through Mitsui, Okura & Ataka, New York from 1937 to 1941, totaling over \$3,500,000 in value, satisfied only a small part of the requirements when compared to the STR purchases made in Japan and Manchuria in 1940 through one company, Mitsui.

Exact information, useful in a study of Manchurian transportation, was carefully omitted from the files of the Japanese trading companies in New York. Such information as was discovered in the files has been collected below, preceding the tabulation of purchases.

## III. South Manchuria Railway Co.

General information concerning STR was found in letters and reports from Mitsui branch offices to the Tokyo head office. These communications, in Japanese, have been translated into English by R. J. Patell.

A letter, August 10, 1938, (Mitsui Engineering Special File #5 1939) from Mitsui Peking Office Manager to the Business Manager of the Tokyo head office indicates the army control of the STR:

"Refer to list of machines urgently needed, in our letter of May 16th to be supplied to Mantetsu Hokushi Jimukyoku Kosakuhan (Manchuria Railway Military Construction Office, controlled and supervised by the Army - R. J. Patell).



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There evidently is a confidential arrangement between Mitsubishi and Karlowitz (? from Japanese katakana), made with the support and approval of the War Office in Tokyo, for imports of German Machine tools by barter of Peanuts, Peanut Oil and Wool from Japan, to the value of 5,000,000 yen in exchange for 3,000,000 yen worth of machinery from Germany. We are afraid that later on such barter will also include leather, metals and several other items (from Germany? - RJP). The Chief of the Machine Section of the General Staff in the War Office in Tokyo, has approved of this arrangement between Karlowitz and Mitsubishi, has certified on the urgent need of these machines and final confirmation of this order is shortly expected from North China Division.

The Army now controls the Manchurian Railway. Ichihara Yoshizumi, Chief of the Army Engineers, North China Division Manchurian Railways, who comes from the same town as the writer, has confidentially informed us of the large business deals Mitsubishi is negotiating with the Army, and suggests we find ways and means of becoming more friendly with the Army Staff in Tokyo in order not to let Mitsubishi take away all the business.

It is most unpleasant to find Mitsubishi taking away all the business and we urge that the Tientsin Manager devise ways and means to increase our friendly relations with the Army. (The point to understand here is that Mitsubishi is solid with the Army in Manchuria, but in North China Mitsui still gets the most business and the Tientsin Manager is warned not to let Mitsubishi encroach - which Mitsubishi is trying to through the Army General Staff in Tokyo - RJP)."

By 1940, extensive plans of the SFR were already meeting with difficulties. The Mitsui Dairen office in its "Half Year Report of 1st Period of 1940" (Mitsui Engineering Special File #9, 1940) to the Machinery Department, Tokyo states the following:



"General Market Conditions:-"

Since this war (the China Incident - RJP) is likely to continue far longer than expected, all sorts of controls and restrictions on trade have been enforced by the government, machinery and other productions have been seriously retarded due to lack of raw material, exports of produce specialized in by Manchoukuo have practically stopped, Manchoukuo's reserves of foreign exchange abroad are almost nil, exchange for the purchase of machinery for the 1940 requirements already exhausted, and therefore, exchange permits are not being granted even for urgently required machinery and it is difficult to purchase from either abroad or Japan but, fortunately, there is still some business available in rolling stock (Sharyo) and rails (Senro yo hin)

Record of movement of business (shintai narabini seiseki) of Dairen Office, listed separately and attached.

(a) Amount of Sales Contract:-	¥ 11,785,983.00
Ditto for the preceding term:-	26,028,924.00
Net decrease in business:-	14,242,941.00

The main reason for this decrease is the Manchurian Railway being forced to postpone the purchases to the next half term.

Analysis of figures shows that beside the fall in the Manchurian Railway business there has been a fall in orders for miscellaneous machinery and mining machinery; on the other hand there has been an increase in demand for electric machines due to an order for five electric locomotives for the Mujun Coal Mines, secondly because of orders for miscellaneous iron pipes and spare parts for locomotives, thirdly due to orders for boiler tubes for locomotives made in 1939 by the Manchurian Railway.....

Special particulars for this period:-

- (a) Manchu railways plans for increasing the production of the Mujun Coal Mines by drilling vertical instead of horizontal shafts have been completed and Shibauro, together with Tokyo Ishikawajima and Takaokagumi have booked orders amounting to ¥ 3,200,000.00 for same.



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- (b) Re: Purchase of electric locomotives by Mujun Coal Mines, total 22 locomotives of 85 kilotons each. Orders divided: Kawasaki 6, Hitachi 5, Mitsubishi 6, Shibaura 5 and Mitsui 5. (This makes a total of 27, and not 22. Discrepancy could not be explained - RJP). Total sales amount of Mitsui's 5 locomotives: ¥ 1,223,500.00.
- (c) Information on plans of Manchurian Railway to increase capital and expand business:

The government has given permission to Manchurian Railway to increase its capital from ¥ 800,000,000.00 (8 Oku) to 1,400,000,000.00 (14 Oku) to enable the company to proceed with its 5-year plan that will increase transportation facilities very considerably: to complete its projects on the North border of Manchuria that will considerably increase business; make new branch lines; open new ports and improve the present; increase production of Mujun Coal Mines; Shale Oil produce to be increased; erect new factories to manufacture synthetic petroleum (Sekiju) etc.

The original plan of Manchurian Railway was to ask for an increase of capital of ¥ 1,200,000,000.00 to complete it's projects by Showa 20 (i.e. the 5-year period - actually 6 years- from 1940 to 1945) but in view of the financial difficulties the local government consulted the Japanese Government and they jointly decided to make the increase of the capital to ¥ 1,400,000,000.00 (instead of 1,200,000,000 originally asked for - RJP) and cut down the period of this plan to be finished by 1943. (i.e. , it became a 3-year instead of a 5-year plan. - RJP). The increased capital will be subscribed as follows:

300,000,000	by the Japanese Government
200,000,000	by the present share holders
50,000,000	by the Manchu Government
50,000,000	by the staff of Manchu Railway and the Manchu public.

The first call of 10 yen per share will be in autumn of this year.



The home government (i.e. the Japanese government) did not wish the Manchu Government to own any shares in this project but, later on consented to let them have an interest of 50,000,000. This is a small and unimportant amount but attempts by the Manchu government to make similar encroachments in the future should be carefully watched. (The Manchu Government means the Japanese Army. It seems, therefore, Mitsui also dislikes the idea of the Army getting too much control in Manchuria. - RJP)

The Showa 15 to 18 (1940 to 1943) undertaking will require, it is estimated, a capital of 20 Oku (2 billion), i.e. 5 Oku (400 million) per year. The capital increase is 600 million; debentures will be floated for 12 Oku (1 billion 200 thousand); a reserve of 1 Oku (100 million) will be kept each year from profits, i.e. 4 Oku (400 million) for the period.

Total:- 22 Oku (2 billion, 200 million), will actually be required.....

Organization of Kwantoshu Boeki Jitsugyo Kumiai Rengokai (Kwantung L. T. Association of Business and Trading Societies):-

Due to more severe control of exports of the Yen Block (in Japan) export permits are being granted by Japan only for those articles in regular demand in the Kwantung Leased Territory; Dairen is no longer a "transshipment Port" and Dairen merchants are facing a serious life or death situation; a protest was made to the Japanese Government and arrangements have been made for permits to be granted for exports to Kwantung proportionate to business done in the past between Japan and the North China - Manchuria as per records of past business submitted; control of business is now in the hands of this said Kwanshu Association in this way: 36 separate Societies (or sub-associations - RJP) were formed, (each Society representing a group of allied businesses - RJP) and all these are now merged into one Association called the Kwantoshu Boeki Jitsugyo Rengokai to protect the interests of merchants in Kwanshu and in opposition to the Nippon Toa Yusutsu Kumiai Rengokai (Japan-East Asia Export Societies Association).



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(This is a very interesting confirmation of the rivalry between Japan and Manchuria or, one might say, the Japanese Government and the Army, the opposing pawns being merchants in Japan proper and Manchuria: RJP).....

Removal of Machinery Department of our (Mitsui) Dairen Office to Mukden:-

Since all Heavy Industries and Sumitomo interests are now located in Mukden it is necessary for us to move to Mukden in order to compete but a new small department is being formed in our Dairen office to look after our machinery shipments.....

European War and Exports of German Machinery:-

Due to the blockade by England of German shipping and England's efforts to capture German ships, most of the merchandise in German boats is now held up in the port of Genoa, and we are giving considerable thought to importing from Germany via Siberia; however, shipments by overland are subject to limitations of size and weight and there is considerable danger of loss during transshipment; also method of payment for such merchandise ordered will have to be changed and many difficulties will have to be overcome.....

Prospects of future business:-

Due to increase in transportation facilities after the Manchurian Railway (5-year plan) plans are put into operation with the increase in their capital, we expect very large business from Mantetsu (SRR). This will also require considerable increase in their rolling stock.

While there may be change in the details of the Mantetsu 5-year plan, the basic requirements of steel, electricity and coal will not be changed; however, due to the shortage of raw material and technicians, the plan, perhaps, may not go through as smoothly as expected - this cannot be helped; the amounts involved are very large, and we are listing roughly what their immediate requirements are going to be. All in all, even if the full plan does not materialize immediately, there will be good business coming in the next six month period."



The "Half Year Report for 2nd half 1940" from the Diaren Mitsui Office (Engineering Special File "E", 1940) states: (summarized by RJP)

"The comments in this report are similar to those in the report for the preceding (1st half of 1940) period.

The report consists of complaints on difficulties of doing business under adverse conditions; the war in China, the war in Europe, the governmental restrictions on trade, difficulties of getting permits to import either from abroad or from Japan and the impossibility of any but the Manchurian, (the South Manchurian Railways and their Associated Companies) getting any merchandise.

There is a shortage of electrical machineries of all types.

The largest business is in Iron Pipes - the next is in railway material.

Mitsui has been able to "get in" the Manchurian Railway business, till now almost monopolized by Manchu Sumitomo and the Japanese Sharyo Seizoka (Car manufacturers in Japan).

Plans for the boring of new shaft by Mujun Mines at Ryuho had to be given up by Mantetsu due to shortage of funds. (Ryuho or Kyuhosai evidently is the name of a place.)

Mantetsu suggested elimination of the system of paying Bargain Money at the time an order is placed - we are objecting to this proposal (Further indicates shortage of funds - RJP.)

Deliveries should be made before promised date - this is important since Mantetsu, due to shortage of funds, is trying to get out of its commitments. The Mantetsu bonds have not been purchased by the public as heavily as expected and the income has fallen down considerably.

The Manchoukuo Government has insufficient funds abroad and refuses to grant exchange permits not only for goods urgently required but is cancelling permits already granted. We have received permits \$4,500 worth of Draft Gears on Sight terms and two other small permits.



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Even though a new German-Japanese pact has been made, all funds available have to be used to pay off past commitments, and therefore, there is no balance left to use against new business.

At the end of September Mantetsu owed Germany the sum of, Pounds Sterling, 13,570 (against which 2,714 have been paid as bargain money) for Hydraulic machinery ordered. The statement is very ambiguous - it is not clear whether the machinery has been delivered and the money not paid or whether the 2,714 bargain money has been paid and Mantetsu now cannot get the permit to remit the balance in order to get the machines. This type of ambiguity is constantly encountered in Japanese correspondence - RJP)

Mitsubishi, now that they have moved to Mukden, are not doing much business now in Dairen. However, Mitsubishi and Okura are still very active here.

Prospects for 1944: Due to the government control of the monetary market in Manchuria Mantetsu bonds have not been purchased to the expected amount by the public, fall in their income and various other restrictions have forced Mantetsu to postpone their plans; however, since the\*\*\*\*\* (which means the Japanese army - RJP) needs transportation some of the Mantetsu plans are bound to mature. Also the plans to develop Iron, Coal, Oil and Farming in Manchoukuo are progressing. The plans by Mujun Coal Mines for erecting a 150,000 kiloton oil-from-coal factory, 100,000 kiloton Kaimen Tetsukojo (to produce iron and steel? - RJP) and 80,000 kiloton Nishi Seiju Kojo (for producing oil? O RJP) have been put through and they show that ultimately all the plans will mature. (This means that somehow the government will find the funds to finance all these projects - RJP)."

Attached to the above quoted reports for 1940 are various tabulations. To serve as a comparison to the list of American purchases, the following Mitsui tabulations are quoted in the appendix, as translated by R. J. Patell:



"Details of Sales Contracts,  
 Report 1st half 1940, Mitsui Dairen..... App. I p. 1

Details of Sales Contracts,  
 Report of 2nd half 1940, Mitsui Dairen..... App. II p. 4

Details of Important Items of Sales Contracts,  
 Report 1st period 1940, (SIR contracts only)..... App. III p. 7

Details of Important Items of Sales Contracts,  
 Report 2nd period 1940..... App. IV p. 14

Particulars of Purchases Expected to be made  
 in the 2nd Half of Showa 15 (1940)..... App. V p. 20"

Similar to the above tabulations is a Mitsubishi tabulation attached as Appendix VII p. 31. This tabulation lists the contracts of over ¥ 50,000 made with SIR by the Dairen office of Mitsubishi from April 1939 to April 1940. The tabulation was made from the Confidential Reports of the Machinery Section of Mitsubishi head office Tokyo, (translated from the Japanese by Arthur Henry,) since the report of SIR purchases through Mitsubishi was submitted.

[Note: Since air brake equipment figures largely in the Mitsubishi tabulation, a note on the intention of Mitsubishi to manufacture Westinghouse air brake equipment for SIR is attached as Appendix VII.]

A reading of the above tabulations indicates that in comparison, the purchases made in America through Mitsui and the other trading companies, from 1937 to 1941 were small.

IV. SIR Purchases through Mitsui, Okura and Ataka, N.Y.

The SIR purchases through Mitsui, Okura and Ataka from 1937 to 1941 represented a total value of \$3,501,244.99.

<u>Year</u>	<u>Mitsui</u>	<u>Okura</u>	<u>Ataka</u>
1937	\$ 43,403.68	\$ 24,750.80	\$ 42.06
1938	1,550,966.58	228,149.81	107.73
1939	1,131,965.70	191,107.00	-
1940	160,498.63	107,750.00	-
1941	62,503.00	-	-
	<u>\$2,949,337.59</u>	<u>\$551,757.61</u>	<u>\$149.79</u>



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These figures include all orders shipped to Japan. No attempt has been made to limit the tabulation solely to purchases of railway equipment.

The orders arose principally from the Dairen offices of the trading companies. And the destination for almost every shipment is noted in the files as merely "Dairen". Detailed information of any sort was very limited in the files. Such information as was found is noted immediately below, preceding the tabulation.

The purchases comprised chiefly of car parts, locomotive parts, machine tools, and miscellaneous orders.

#### A. Car Parts

Car parts, which make up most of the American purchases, are principally parts for 30 ton capacity freight cars, especially axles, wheels, journal boxes, wedges, brake heads and draft gears.

When Japanese suppliers of these parts were too busy to fill orders, rush inquiries would reach New York.

For example, a letter from Okura, Dairen, December 18, 1937 to New York (Okura Inq. 22,865) states:

#### "Re: Parts for Freight Car Trucks for SMR

The SMR are going to place order with Japanese car builders, both in Japan and Manchuria, for a large number of 30 ton freight cars next year (1938). But under present circumstances, all Japanese makers are so pressed by work they can hardly supply enormous quantity of car parts in short time.

This is especially the case with truck parts such as wheels, axles, side frames, truck bolsters, malleable castings, springs, etc. These parts will be necessarily purchased from abroad especially from U.S.A. because SMR cars are of American system.

At present we cannot say the exact quantity and time of delivery yet, because the demand is due to the reserve of capacities of Japanese makers, which is now being investigated."



A letter, January 14, 1938, (Okura Inquiry 22,865) from Okura Dairen to New York, states that:

"So far as we understand SMR are negotiating with Japanese car builders for the supply of about 2,400 sets of freight cars at the earliest possible time of delivery, and we suppose the car parts for 1,000 to 2,000 car sets will have to be purchased from abroad, at the earliest possible time of delivery, in 3 or 4 months we presume."

(The above inquiries resulted in Okura Order #11,641, see page 41).

.....

Car parts in general bear Dairen as the destination. Several orders will be noted as destined for Osaka. These are parts which were to be finished at the Sumitomo Kinzoku Kogyo, K. K., Osaka. A letter from Mitsui Dairen to New York December 3, 1937 (Mitsui T.O. 21) concerning an inquiry for 3,600 axles states:

"In order that axles under this inquiry are to be fitted with tyred wheel at Sumitomo Kinzoku Kogyo K.K., Osaka, so as to supply several car builders in Japan and here (Dairen) with the tyred wheel on axle as a set, those axles are required to be delivered at Osaka."

.....

The orders for Ring Spring Draft Gears were placed by SMR with Sumitomo Kinzoku Kogyo K.K. who in turn placed them with Mitsui. A letter from the Edgewater Steel Co., May 18, 1939 (Mitsui T.O. 49) to Mitsui N.Y. explains:



"The patent rights in the Orient for the ring spring draft gear are controlled by Sumitomo Metal Industries, Ltd. Before quoting on gears for shipment into that territory, we always obtain permission to make the shipment from Sumitomo Metal Industries."

B. Locomotives and Parts

Despite various inquiries to American makers for locomotives, only locomotive parts figure in the SMR American purchases listed in this report. Of these, the largest orders were for locomotive frames - forty sets through Okura in 1938 and twenty sets through Mitsui in 1939. A note appended to the Mitsui Order T.O. 52, July 31, 1939 states:

"Hitherto Sumitomo Kinzoku Kogyo K.K. has exclusively supplied (SMR) the entire demand of these frames, at the present however, Sumitomo fell into a difficulty in furnishing with those frames, due chiefly to the rapid increase of demand. Accordingly SMR Co. are obliged to buy those frames from overseas makers as well as last year."

A further note to this order designates Osaka as the place of delivery, where the frames were "to be finished by locomotive makers in Japan", i.e. by Sumitomo.

The inquiries for locomotives were varied. A cable from Okura, Dairen to New York on October 16, 1937 (Okura Inquiry 33) states:

"SMR Line need is very urgent for largest quantity that can be obtained steam locomotives type Mikado full weight per ton of 1,000 kilos including tender 147 net weight 104, Traction power 18, gauge 1,435 millimeters.....Require immediate shipment if possible, what is earliest shipment you can make, used will do".....



When asked the specific number required, Dairen office cabled the number as 50, and Baldwin Locomotive Works quotations were sent to Dairen, with shipment promised for the middle of 1938. The inquiry was not pursued.

An inquiry (Okura Inquiry II - 41) to Okura New York from Tokyo, April 12, 1939 for 30 locomotives (SMR Mikado type - maximum traction power 20 tons, maximum axle load 15.2 tons, total weight including tender 185 tons) from the North China office of SMR, and an inquiry from Tokyo, April 26, 1939 (Okura II - 41) for 20 locomotives (2-8-2 Mikado type) also for North China followed communications concerning Baron Okura.

A Japanese cable dated May 30, 1938 received by Okura New York from the Board of Directors, Tokyo is translated as follows:

"Have been instructed by Baron Okura now staying in Peking to transfer you following message:

For the first step to introduce the American Industries in conjunction with the exploitation of North China, I am considering to sell 1,000 freight cars and 50 Mikado type locomotives on the terms of deferred payment. Therefore, you will immediately go to Chicago and meet with Mr. Williams and Mr. Ernst of American Steel Foundries to talk thoroughly over the matter and cable back after ascertaining whether they are interested or not. The important points are to ask the quick delivery, cheap price and long term deferred payment. As the above is a trial transaction which has a great future prospects, hope that American Steel Foundries will give serious consideration. For your reference, Pennsylvania R.R. offering SMR surplus locomotives due to the electrification."

The above is the cable referred to in the letter May 31, 1938 (Okura Inquiry II - 41) from Okura Tokyo to New York headed:



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"ROLLING STOCK FOR NORTH CHINA"

Baron Okura is now in North China. He contemplates to supply the railroads with rolling stock, which is very short, and he wants to introduce American materials in order to stimulate the American industries. The amount of business will be very large and the new Chinese government has not money enough to pay cash until it will be in order and he proposes American makers would do the business on credit basis. He recollects, we presume, the talk he had with American Steel Foundry people, while he was there some time ago. He cabled us yesterday as per our cable of yesterday in Japanese text.

While Mr. Miyata was still there, we thought of this kind of business and the conclusion was that the time is not mature to induce the American makers or bankers to enterprise such business. Especially the manufacturer will not dare to take the financial risk even if in peace time.

Dr. Hack of Berlin, with whom Mr. Miyata is well acquainted came here a month or so ago, and he tells us he has a banker friend in New York, who is interested in credit business for Japan, and he is actually in touch with a business of this kind and is sailing for New York on June 7th via Canada. We talked with him about this rolling stock business and he is very much interested and is pleased to talk with you when he will be there. We told him we want five year credit. Method of guarantee shall be proposed by the Bankers. Can be handled as government (Chinese) business or private business."

Interested in supplying the locomotives and freight cars to SMR for the above plan on long term credit basis were the American Locomotive Sales Corp. (30 Church St. N.Y.C.) and the General American Transportation Corp. (135 S. La Salle St. Chicago). Both companies offered proposals to meet the long term payment request.

The negotiations, however, were not continued. Okura New York wrote Tokyo, on June 10, 1939, (Okura Inquiry II - 41) stating:



"We regretted to receive your reply of May 19 advising us that the order for 39 sets of locomotives has already gone to Skoda at 7,000 lbs. (?) each. The American Locomotive Sales Co. was very disappointed with that information and we are afraid that we will not be able to get any terms of deferred payment from them in the future."

and a letter, Okura, Tokyo June 7th, 1939, (Okura Inquiry II - 41) states:

"Re: Locomotives for North China Railway

We have the pleasure to inform you that the above company recently bought 20 NIKAI and 15 PACISA locomotives from Kisha Seizo Kaisha Ltd.

We therefore, wish to enclose herewith two drawings of both locomotives for your future reference, which will become their standard type."

[The drawings are filed in Okura file II - 41.]

[The North China branch of SRR refers to itself as North China Railway or SRR North China branch.]

.....

Electric Locomotives

Difficulty in securing exchange permits in Manchuria and Japan prevented inquiries for electric locomotives from resulting in orders in America.

An inquiry from Mitsui Tokyo to New York on December 12, 1938, (Miscellaneous File 4,612) requested quotations on 10 sets of 85 ton electric locomotives for delivery to SRR in March 1940. Mitsui New York in a letter (December 24, 1938) to International General Electric Co. requesting proposals on the 10 locomotives stated that:



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"The SMR Co. is going to make enquiry for an additional 10 locomotives and our Tokyo people expect SMR will appear in the market for a further 50 locomotives."

No order resulted however for, as with other inquiries to International General Electric for electrical locomotives and power plant equipment, Mitsui New York

"found that without exception the orders have been given to other manufacturers for the reason of difficulty in getting the exchange permit."

The specifications for the above locomotives were stated to be the same as those given by the Manchuria Coal Mining K.K. (which Company was a part of SMR prior to 1938) in an inquiry (Miscellaneous File 4,551) from Mitsui Tokyo to New York, December 27, 1937. This inquiry requested quotations on twelve 85 ton electric locomotives for freight service. The Tokyo inquiry informed New York:

"For your reference, we will give you some description about 85 ton locomotives in Manchuria. This customer (Manchuria Coal Mining Co.) has now four similar locomotives all Japanese made, but no foreign makes, while SMR are using several sets (maybe more than 10 sets) of Siemens make as well as about 20 sets of Japanese make."

This inquiry further states that:

"The leading customers in Manchuria, such as SMR Co., Showa Steel Works and Manchuria Mining Co. are purchasing foreign makes on the equal basis as the domestic makes. For example, the Siemens Co. got an order covering three 85 ton electric locomotives from SMR and twelve 12 tons from Manchurian Coal Mining Co. last year (1936).!....."

"We wish to call your special attention to the fact that the early delivery is very important and the time of delivery of the Japanese make as well as the German make seems to be too long."



The order resultant from the inquiry for the 12 locomotives was 2 locomotives from Siemens & Schukert A G and 10 sets from Japanese makers, from "Shibaura Engineering Works, Hitachi, Kawasaki and Mitsubishi" - letter Mitsui Tokyo to New York April 12, 1938 (Miscellaneous File 4,551).

### C. Machine Tools

The machine tools which figure in the American purchase list in this report were part of the large order negotiated by the SMR engineers, Takahashi and Yoshida, during their machine-tool-buying tour of America and Europe in early 1938.

SMR planned extension of manufacturing facilities for rolling stock in Manchuria in 1938 in order to meet the "rapid increase in demand expected in near future." Since Japanese suppliers of machine tools were in "more than full order without exception", SMR sent its two chief engineers to America and Europe to secure the needed equipment.

A letter from Mitsui, Dairen, to New York, October 16, 1937, (Mitsui Miscellaneous File 3599 A) states:

"Locomotive and Car manufacturing facility of SMR Sakako Works is limited and cannot meet to the requirement for rapid increase of demand expected in near future.

On the other hand, home makers on this line are in more than full order without exception, and it seems that those of American and European are more or less in the same state. Recently our Mukden people made enquiry of machine tools for the Workshop Department, SMR Co. and quoted them in accordance with recommendation from New York and London office which has not yet been decided on account of they are not in a position to judge the status of used machines quoted.

Under the circumstances, SMR Co. have just made their mind to send two engineers, Messrs. Chushi Takahashi and Yasuhisa Yoshida, of the Workshop Department of the Railway Bureau, to America and Europe for a period of 3 months.



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Those gentlemen are duly authorized by the company to place order amounting up to about ¥ 1,500,000.00 with you\* during their stay there. They expect to leave here for America on or about November 3rd and we wired to Berlin, London and Paris on October 13 reading as follows:

'SMR Co. Takahashi, Yoshida will leave here for America, Europe November 3rd, authorized to place order there machine tools suitable for manufacturing locomotives etc. act accordingly.'

And a letter from Okura Dairen to New York October 13, 1937 (Okura Order 11,576) refers to the same subject:

"We beg to inform you that SMR are intending to extend their Railway Works in Dairen\*\* very urgently in order to increase their capacity of manufacturing steam locomotives.

Under some circumstances this extension must be accomplished with all haste, in a few months. For this purpose they are in very urgent need of necessary machine tools of considerable quantity which however cannot be supplied from home makers owing to prompt need. Consequently they have to buy such machine tools from abroad. These machines must be brought to Dairen as quickly as possible, within this year if possible. However it is almost impossible to bring newly built machine so quickly even from abroad, and they will probably have to put up with ready made machine or second hand or rebuilt ones.....

Two SMR engineers, Takahashi and Yoshida are shortly leaving Mukden for your place in order to attend to the purchase of the machine tools in question."

\* Letter sent to Berlin, Paris, New York and London.

\*\* [Dairen Railway Works" and "Sakako Works" are probably the same, Sakako being a suburb of Dairen.]



Mr. C. Takahashi is described in Ataka correspondence as "Senior Mechanical Engineer and Chief of Engineering Department of Railway Bureau" (Letter November 5, 1937) and as being connected with the "Sankaju Locomotive Works, Sankaju, Harbin" (Letter May 1938).

Mr. Y. Yoshida is described as Senior Mechanical Engineer and 2nd Chief of Engineering Department of Railway Bureau (November 5) and his address in May 1938 is given as "Engineering Department, General Directorate of Railways SMR Co. Mukden."

(Messrs. Takahashi and Yoshida arrived in New York November 29, 1937 (Okura Order 11,578).

There is no indication in the files as to exactly which SMR manufacturing plants were to be extended other than general references as in the two above letters - "Sakako Works" and "Railway Works in Dairen". The latter is most frequent, for example:

A cable March 29, 1938 from Mitsui Mukden to Berlin (Mitsui T.O. 3076) reads:

"SMR Co. machine tools to be used Dairen Railway Works telegraph at once each kind machine price time of delivery according to your estimate submitted to Takahashi."

In Okura Inquiry 22,806 B appears the same list of SMR workshops as was found in the Mitsubishi files (p.8, Report 193 New York) with a request in Japanese that machine tool catalogues be sent them:

1. SMR Workshop Department, Hoten (Mukden)
2. SMR Machinery Department, Hoten (Mukden)
3. SMR Dairen Railway Workshop, Dairen
4. SMR Hoten Railway Workshop, Hoten (Mukden)
5. SMR Sankaju Railway Workshop, Sankaju near Harbin
6. SMR Shinkyo Locomotive Workshop, Shinkyo
7. SMR Harbin Railway Workshop, Harbin
8. SMR Chichiharu Railway Workshop, Chichiharu (Tsitsihar)

(No. 6 is listed in Okura as Shinkyo Locomotive Workshop, and in Mitsubishi as Railway Workshop.)



A letter from Okura Berlin to New York April 13, 1938 (Okura Inquiry 22,806) bears the heading "Machine Tools for SMR Repairing Shop in Shakako". It refers to quotations from German makers for "items 26, 27 and 29" to be given to Mr. Takahashi.

The items referred to are probably those on the list of machine tools for SMR sent to the New York trading companies in late 1937. In Mitsui Engineering Correspondence Files (E 210 - Ma - Me - Mc. tools #3) a list received in New York November 8, 1937 in Japanese is as follows:

"For SMR Co.

A. For Dairen Works

- |     |  |   |
|-----|--|---|
| 1.  | 1 Vertical Boring Machine                    | Table 7'-0"   |
| 2.  | 1 Vertical Boring Machine                    | Table 6'-0"   |
| 3.  | 2 Slotting Machines                          | Stroke 18"  |
| 4.  | 1 Slotting Machine                           | Stroke 12"  |
| 5.  | 1 Horizontal Milling Machine                 | 5'x2'x10'   |
| 6.  | 1 Vertical Milling Machine                   | Table 52"   |
| 7.  | 1 Vertical Milling Machine                   | Table 15"x56"   |
| 8.  | 1 Horizontal Boring Machine                  | (Boring 28"   |
|     |  | (Facing 42"   |
| 9.  | 1 Vertical Pin Hole Grinder                  | (Stroke 10"   |
|     |  | (Grinder  |
|     |  | Maximum 6"  |
| 10. | 1 Double Head Plane Miller                   | Table 34"x8'-6"   |
| 11. | 1 Milling Cutter Grinder                     | Grinder   |
|     |  | Maximum 10"   |
| 12. | 1 Drill Grinder                              | Grinder   |
|     |  | Maximum 2 1/2"  |
| 13. | 2 Portable Radial Drills                     | Arm 6'-0"   |
| 14. | 1 Radial Drill                               | Arm 8'-0"   |
| 15. | 1 Heavy Duty Lathe (with grinder attachment) | Bed 14'-0"  |
| 16. | 1 Slotting Machine (for locomotive frame)    | Table 6'x60'  |
| 17. | 1 Planing Machine (for locomotive frame)     | Table 6'x60'  |
| 18. | 1 Plunger Pump (for hydraulic machine)       | (Pressure 105 kg/cm <sup>2</sup><br>(Capacity 340 ltr/min |



B. For Other Works

19. 1 Driving Wheel Lathe, swing 80"
20. 2 Horizontal Boring Machine (Boring 28"  
(Facing 42"
21. 1 Quartering & Turning Machine, crank pin angle  $90^{\circ}$   
 $120^{\circ}$
22. 1 Vertical Pin Hole Grinder (Stroke 10"  
(Grinder Maximum 6"
23. 1 Planing Machine 6'0"x6'0"x15'0"
24. 1 Horizontal Boring Machine (Boring 14"  
(Facing 28"
25. 1 Planing Machine 4'x4'x12'
26. 5 Heavy Lathes Bed 10'
27. 1 Planing Machine 5'x5'x12'
28. 5 Grinders
29. 1 Crankpin Grinder (Maximum diameter of grinding  
 $9\frac{1}{2}$ " )
30. 1 Rod Boring Machine (Distance between spindles:  
8'4" )
31. 2 Vertical Boring Machines (Diameter of table 50")
32. 1 Pinhole Grinder (Stroke 10"  
(Grinder 6"
33. 1 Vertical Milling Machine (Square table 15"x56")
34. 1 Radial Drill (Arm 6')

The same list appears in Okura Order file 11,578. In Okura Inquiry file 22,806 B appears a list headed "Specifications for Machine Tools for Dairen Machine Shops, SMR" which is numbered from 35 to 46, probably a continuation of the above list.

35. 1 Planing Machine (Planing dimension 4'x4'x15')
36. 1 12' Cap Lathe (Swing over bed 24")
37. 1 12' Cap Lathe (Swing over bed 24")
38. 1 22' Cap Lathe (Swing over bed 24")
39. 1 Boring & Turning Machine (Diameter of  
Table: 50")
40. 1 Slotting Machine (Stroke: Maximum 12",  
Minimum 5")  
(Diameter of table: 36")
41. 1 Universal Milling Machine (Table surface  
13"x56")



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42. 1 Planing Machine (Planing dimension 4'x4'x10')
43. 1 Portable Cylinder Boring Machine  
(Maximum diameter of boring 28")
44. 1 Plain Milling Machine (Table surface 10"x49")
45. 1 Punching & Shearing Machine (Capacity shearing  
5/8")
46. 1 Air Hammer, Beche type, (Capacity 1/2 tons)

.....

On March 2, 1938 Okura New York received a cable from Okura Mukden (Inquiry 22,903 (1)):

"SMR will buy 247 sets machine tools for manufacturing locomotives and cars. Shipments being hurried as much as possible, shipments in 6 months if possible. Used will do."

A list of the tools were received by Okura New York from Dairen on March 17, 1938 (The list is found as Appendix VII on page ). Quotations were submitted from New York, but a cable from Okura Dairen to New York June 17, 1938 (Okura Inquiry 22,903 (1) ) stated: "247 Machine Tools - SMR do not buy" - and no explanation was offered.

.....

That some of the items on the above machine tool lists may have been destined for plants other than the SMR shops is suggested by the following letter - from Mitsui Dairen to New York, September 30, 1937 (Mitsui Engineering File - E 210 Machine Tool #3).



"Dairen Kikai Seisokusho - Locomotive Frame Planer & Slotter

According to present circumstances, we expect to supply some amount of railway vehicles to SMR Co. including demand from North China. The Dairen Kikai Seisakusho have been in a position to build locomotives and cars with the supply of steel casting material from outside in a finished state. The present status, however, is such that the time of delivery becomes unexpectedly long due chiefly to congestion at the large finishing machine, frame planers and slotters. At the request of SMR Co., the Dairen Kikai have made their mind to purchase locomotive frame planer and slotter and both required two machines."

D. Miscellaneous Orders

Other than rolling stock equipment, the American purchases included such orders as Remington-Rand Powers machines and accessories; Bailey Gas & Coal Meters (for SMR Fushun Colliery); metallic weather stripping; air conditioning equipment (which according to a letter in Mitsui T.O. 40 file (3/2/39) was "to be mounted on the diner of express train to be operated between Fusan & Peking from May 1 and any delay in furnishing this equipment may cripple the scheduled opening run by which naturally SMR Co. will lose their face to Chosen Ry.); carbon slabs; carbon monoxide detector tubes; and vanadium catalyst.

The vanadium catalyst (Mitsui T.O. 2401) was purchased from the Monsanto Chemical Co. St. Louis Missouri to which company Mitsui New York wrote on June 22, 1936:

"We wish to report to you that our Tokio people are recommending to BUJUN Colliery of South Manchurian Rly. Co. two units of Monsanto Catalyst for sulphuric acid plant each having a capacity of 75 metric tons of 100% sulphuric acid per day.

The above customer is contemplating the installation of the above plant and our people showed Mr. Kowasi the plant of Dai Nippon Tokyo Hiryo Kaisha in operation. They expect to receive a formal enquiry during next August and the customer intends to begin the installation next spring."



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The order for "sufficient Monsanto Vanadium Catalyst for the production of 150 metric tons of sulphuric acid (100% basis) per day of 24 hours" was placed with Monsanto Co. on June 2, 1937 but the Japanese import permit was not granted until April 8, 1938. The order included 27,000 liters of vanadium catalyst, the license for the use of Monsanto process, and material and equipment specifications for the plant. The vanadium catalyst was shipped to Dairen on April 30, 1938. There is no indication in the file as to the sending of the specifications.

(Noted in the same file is the fact that Monsanto also supplied vanadium to Dai Nihon Saito, Kyushu Soda K.K. and Showa Hiryo.)

#### E. The Tabulation of Orders

The purchases have been tabulated for Mitsui, Okura and Ataka respectively. Under each trading company, the purchases are listed chronologically under the American company suppliers arranged alphabetically.

For Mitsui purchases, there are given the date of the order placed by Mitsui, the Tokyo order number, the export order number, the product, the price, the port to which shipped and the date of shipment.

For Okura and Ataka, the arrangement is similar except that these companies have no export order numbers.



V. List of American Purchases

A. SMR Orders Placed with Mitsui & Co. New York

1. American Steel Foundries - 230 Park Ave, N.Y.C.

Order Date	Product	Price	Destination-Date
6/3/37 TO 9 EO 2349	7 Alliance Automatic Couplers, with vertical key slot, for (Mikado) locomotive tenders	\$ 150.15	Dairen - 8/27/37
	7 Alliance Automatic Couplers for locomotive engines	171.50	
5/31/38 TO 29 EO 3019, 3143)	20,000 Malleable Cast Iron Brake Heads, for 30 ton capacity freight cars	18,216.00	Dairen - 1938: 6/28, 7/12, 7/29, 8/23, 9/3
3/27/41 TO 129 EO 3304	1,300 ( 650 car sets) Murray Draft Gears (Type H 28)	14,687.50	Osaka - 3/8/41

2. American Tool Works - Cincinnati, Ohio

3/31/38 TO 3051 EO 3061	One 8' x 9" Column Triple Purpose Radial Drilling Machine with one 25 HP motor and coolant system	10,007.50	Dairen - 3/7/38
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3. Ardeco Manufacturing Company - Hoboken, N. J.

6/31/37 TO 9 EO 2348	28 Ardeco Automatic Safety Cylinder Cocks 1 <sup>1</sup> / <sub>4</sub> " size	280.00	Dairen - 7/1/37
	7 Operating Cab Valves for above	11.90	



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4.

Bailey Meter Company - Cleveland, Ohio

Order Date	Product	Price	Destination Date
3/8/37 TO 9198 EO 2022	25 Gallons Bailey Special Oil A to be used for sealing air flow bells in the bell casing of gas flow meters, types CG 9 and CG 10	\$ 21.37	Dairen - 4/13/37

For: "Hond Gas Power Station  
Fushun Colliery"

Spare Parts for Bailey Gas Meters (C.G. 10)

3/17/37 TO 9199 EO 2079	3 Drive arms with screw & bushing; 5 Flow pen arms; 3 clamping screws; 20 Standard fountain pens	31.09	Dairen 5/19/37
3/25/37 TO 9200 EO 2013	6 Bailey Coal Meters, Type V 6, to integrate total amount of coal flowing through a vertical gravity shoot of 388 mm. inside diameter x about 5,000 mm. long	1,026.00	Dairen - 4/28/37

For: "Fushun Colliery"

4/1/37 TO 9201 EO 2028	6 Bailey Coal Meters, Type V 6 (as on order 9200)		
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For: "Taikwanton Power Station"

Spare Parts for Pailey Flow Meters, Type C 6, Class 4

7/2/37 TO 9209 EO 2518	3 Forked lever with set screw; 20 Pressure tight bearing washers; 10 Equalizing valves	37.23	Dairen - 7/29/37
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Spare Parts for Bailey Gas Flow Meters, Type CG-10

Order Date	Product	Price	Destination Date
10/18/37 TO 9212 EO 2881	5 Disc, shaft & sprocket assembly 10 Roller wheel & shaft assembly	144.28	Dairen - 12/23/37

Spare Parts for Bailey Meter, Type C6

10/18/37 TO 9213 EO 2882	5 Cover gaskets 10 Reservoir gaskets 20 Pressure tight bearing washers 3 Screws	4.20	Dairen - 12/3/37
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5.

Baldwin Locomotive Company

6/7/37 TO 6 EO 2310	600 (150 car sets) ARA Standard, Class D, Bolster springs, for 100,000 lbs. car. 1200 (300 car sets) ARA Draft Springs, Class G, for 100,000 lbs. car (Japanese blueprints in file folder)	3,675.00 2,910.00	Dairen - 8/14/37 - 8/27/37
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6.

Bethlehem Steel Export Company - New York City

7/13/38 TO 32 EO 3224	2800 Car Wheels Solid Rolled Steel, 33" diameter, multiple wear, mounted on AAR Standard axles 4 <sup>1</sup> / <sub>4</sub> "x8" journals (Japanese blueprints in file folder): F-214 Markings on wheels and axles FT-346 wheel mounting PT-185 Tyres for freight car wheels PF-405 Back gauge	220,388.00	Dairen - 1938: 6/25, 6/28, 7/29
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Order Date	Product	Price	Destination - Date
4/27/39 TO 41 EO 1659	2000 (500 car sets) solid wheels and axles for 30 ton cars; wheels to be of multiple wear, wrought steel and water quenched, rim toughened. 1800 Axles to be normalized and tempered in accordance with ASTM - A-20 31-T. 200 Axles to be quenched and tempered in accordance with ATEA - E-5-35	\$190,000.00	Dairen - 1939: 6/13, 6/15, 7/5
7/31/39 TO 51 EO 1540	2400 (600 car sets) solid wheels & axles for 30 ton freight cars; wheels to be multiple wear, water quenched, rim toughened rolled steel; axles to be normalized & tempered in accordance with ASTM - A-20 31-T.	223,440.00	Dairen - 9/2/39, 9/22/39
7.	<u>Bosley Corp. (Wirfs - Bosley Corp.) Chicago</u>		
2/13/37 TO 116 EO 1895	6000 pcs. (34,000 ft.) Flat Back Metallic weather strip zinc & rubber combination, 15.9 mm. wide x 1727 mm. long	663.00	Dairen - 2/27/37
5/5/37 TO 4. EO 2390	6000 pcs. (34,000 ft.) Flat Back Metallic weather strip zinc & rubber combination, 15.9 mm. wide x 1727 mm. long	722.50	Dairen - 6/26/37
8.	<u>Carrier Corp. - Syracuse, New York</u>		
12/29/38 TO 40 EO 1052	4 Latest Type Steam Ejector Assembly, including nozzle, flange & difuser for 7 <sup>1</sup> / <sub>2</sub> ton steam ejector, for air conditioning system for SMR passenger car.	584.00	Yokohama - 1/31/39



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Order Date	Product	Price	Destination - Date
EO 1052 Add.	4 Gold water centrifugal type pumps with motors	\$ 2,882.20	Dairen - 4/13/39
	4 Condenser spray centrifugal type pumps with motors		4/22/39
	3 Car thermostats		
	3 Condenser switches		
	4 1" Pressure regulators		
	3 Crane 1" relief valves for steam		
	3 Steam pressure switches		
	1 Triple thermostat setting		
	6 Type H/8 model Fritz Humistats		
	4 Steam traps #115 type		
	1 Fan motor for ACC - 7 1/2 tons air conditioner		
	2 Fan motors for 7 1/2 ton RB unit		
8/7/39 TO 53 EO 1644	1 "SOLENOID VALVE" for air conditioning apparatus of S.R. passenger car	79.00	Dairen - 11/3/39
9.	<u>Consolidated Ashcroft Hancock Company - New York City</u>		
6/3/37 TO 9 EO 2347	14 Type HNL Hancock locomotive inspirators, 4,000 gal. capacity	1,409.10	Kobe - 8/5/37 - 8 inspirators & 8 valves
	1 Set nozzle and tube wrenches for above	14.00	Dairen - 8/5/37 -
	14 Sets operating valves for arrangement outside of cab	812.00	6 inspirators & 6 valves, nozzles & wrenches
5/27/37 TO 9 EO 2331	7 Type 1147, 6 3/4" Steam Gauges	97.30	Dairen - 8/27/37



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Order Date	Product	Price	Destination - Date
5/27/37 TO 9 EO 2330	7 76 mm. Consolidated Pop Safety Valves with form S--a muffled type suitable for working steam pressure of 14.2 kg. per sq. cm. with Richardson adjusting rings	\$ 296.45	Dairen - 7/10/37
	14 76 mm. Consolidated Pop Safety Valves form R - open type	462.00	
10.	<u>Consolidated Machine Tool Company - Rochester, New York</u>		
4/15/38 TO 3076 EO 3064	1 Newton 12" Type G - 22 heavy duty crank slotting machine #300	3,460.50	Dairen - 5/7/37
	1 10 HP motor for above from IGE	168.27	
11.	<u>Edgewater Steel Company - Pittsburg, Pa.</u>		
7/3/39 TO 49 EO 1462	1400 (700 car sets) Ring Spring draft gears Class B-32 K for 30 ton freight cars (Order placed through Sumi- tomo Metals Industries)	46,900.00	Dairen - 8/19/39
7/31/39 TO 53 EO 1544	2000 (1000 car sets) Ring Spring Draft gears B-32 K (Order placed through Sumitomo as TO 49)	67,000.00	Dairen - 9/1/39 9/22/39
8/2/40 TO 120 EO 3052	600 (300 car sets) Ring Spring Draft gears (Order placed through Sumitomo)	19,533.00	Dairen - 7/9/40



Order Date	Product	Price	Destination - Date
10/25/40 TO 127 EO 3194	126 (63 car sets) Ring Spring Draft gears	\$ 4,101.93	Dairen - 10/8/40
12. <u>Giddings &amp; Lewis Machine Tool Company - Fond Du Lac, Wis.</u>			
4/2/38 TO 3053 EO 3060	1 Portable #160 Universal Radial Drilling Machine (Maker: Collet & Engle- hardt, Germany)	4,375.00	Dairen - 3/7/38
4/15/38 TO 3075 EO 3059	1 #350 T High Power Precision Horizontal boring, drilling, milling machine table type, with 96" bed; 48" head stock travel 1 Pump; one 36" star feed facing attachment; one 15 HP motor	18,462.50	Dairen - 3/7/38
13. <u>Gold Car Lighting &amp; Heating - Brooklyn, N. Y.</u>			
12/7/36 TO 113 EO 1835	250 Diaphragms for pressure regu- lator #530	168.75	Dairen - 1937: 1/13 2/27
2/15/37 TO 115 EO 1891	500 Diaphragms for automatic Tee Trap #592	472.50	Dairen - 2/19/37
3/13/37 TO 117 EO 2036	16 Spare turbine wheels for "K-2" turbo-generator	472.46	Dairen - 4/28/37
4/5/37 TO 1 EO 2174	500 Diaphragms for automatic Tee Trap #592	472.50	Dairen - 5/27/37



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Order Date	Product	Price	Destination - Date
4/5/37 TO 2 EO 2187	200 Diaphragms for Pressure Regulator #530	\$ 162.00	Dairen - 8/12/37
4/15/37 TO 3 EO 2271	1 Car Pressure Regulator #837	22.50	Dairen - 6/14/37
6/3/37 TO 9 EO 2332	21 Steam Hose Couplers #804 S, Size 1 1/2"	47.25	Dairen - 6/11/32
6/14/37 TO 7 EO 2342	500 Diaphragms for Pressure Regulator #592	472.50	Dairen - 6/11/37
6/14/37 TO 8 EO 2346	300 Discs for Electro Magnetic Valve #981 E	74.25	Dairen - 6/4/37
6/25/37 TO 10 EO 2395	40 Electric Thermostats #1066	900.00	Dairen - 7/10/37
3/23/38 TO 23 EO 3088	80 Spare Turbine Wheels for K-2 turbo-generator	2,315.08	Dairen - 3/31/38
3/23/38 TO 24 EO 3088	500 Discs for Electric magnetic Valve #981 E	180.00	Dairen - 3/21/38
6/10/39 TO 47 EO 1380	50 Thermostats #1066	1,125.00	Dairen - 5/29/39



14. International General Electric - Schenectady, N. Y.

Order Date	Product	Price	Destination - Date
2/17/37 TO 5290 EO 1996	3 Spare Recording Pens for SMR's Wattmeter #836413 Type C. 7.	\$ 6.36	Dairen - 3/25/37
6/13/39 TO 5372 EO 1498	720 Carbon Slabs, Grade D 2 3/4" x 1 3/8" x 5 1/4" (Purchased through Ueki Engineering Works.)	835.20	Yokahama - 9/13/39

15. Koppers Company - Baltimore, Maryland

1/30/39 TO 7873 EO 1015	3 Size #2 Fast's Forged Steel Standard type couplings (for motor generator shaft of Bucyrus 200 B. electric shovel)	105.30	Dairen - 1/21/39
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16. McCabe & Sheeran Machine Company - New York City

3/31/38 TO 3050 EO 3065	1 13" Dill Slotter Rebuilt	3,750.00	Dairen - 3/7/38
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17. McConway & Torley Corp. - Pittsburg, Pa.

10/12/38 TO 37 EO 3632	115 Coupler Knuckles #1471 (for Buhoup "3-stem" passenger car couplers)	550.00	Dairen - 12/21/38
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18. Mine Safety Appliance Company - Pittsburg, Pa.

12/31/37 TO 7857 EO 3272	10 Dozen Tubes Carbon Nonoxide detector tubes	38.40	Dairen - 5/11/38
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19. Monsanto Chemical Company - St. Louis, Mo.

Order Date	Product	Price	Destination - Date
4/8/38 TO 2101 EO 2313	Sufficient Monsanto Vanadium Catalyst for the production of 150 metric tons of sulphuric acid (100% basis) per day of 24 hours	\$62,700.00	Dairen - 4/30/38
	Material and equipment Specifications for plant for above	1,000.00	

20. National Malleable & Steel Casting Co. - Cleveland, Ohio

10/12/38 TO 37 EO 3631	100 Coupler Knuckles for "Climax" freight car couplers 20 Coupler Lock Lifters	452.40	Dairen - 12/21/38
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21. Pyle National Company  
(International Railway Supply Co.) New York City

5/27/37 TO 5 EO 2309	60 Spare Turbine Wheels for K-2 Turbo-Generator	1,771.74	Dairen - 6/21/37
3/23/38 TO 23 EO 3088	9 Spare Turbine Wheels for K-2 Turbo-Generator	2,315.08	Dairen - 3/31/38
3/13/37 TO 117 EO 2036	16 Spare Turbine Wheels for K-2 Turbo-Generator	472.46	Dairen - 4/28/32



22.

Remington Rand - New York City

Order Date	Product	Price	Destination - Date
5/21/37 TO 1362 EO 2402	8 Dozen Record Ribbons for tabulating machine	31.68	Dairen - 7/6/37
11/24/37 TO 1383 EO 3187	20,000 Powers Total Cards for tabulator	24.00	Dairen - 1/26/38
3/1/38 TO 1388 EO 3188	50 Record Ribbons for tabulating machine	16.50	Dairen - 4/18/38
3/14/38 TO 1397 EO 3212	180 Record Ribbons for tabulating machine	60.00	Mukden - 5/6/38
5/23/38 TO 1407 EO 3968	Spare parts for Key Punching, Sorting & Tabulating machines	153.53	Dairen - 1/11/39
7/14/38 TO 1413 EO 3591	4,500,000 Cards for Powers machines	4,735.00	Dairen - 10/11/38 10/25/38
1/30/41 TO 12027 EO 3390	1 Powers 7 Unit 10 Sector Numerical printing tabulating machine	10,555.50	Dairen - 6/17/41
4/4/41 TO 12029 EO 3391	150,000 Cards for powers machine	185.63	Dairen - 6/14/41
2/10/41 TO 12030 EO 3392	300 Record Ribbons for tabulating machines 600 Hectograph Ribbons for tabulating machines	100.00 225.00	Dairen - 5/26/41



Economic Warfare Section  
Department of Justice

Confidential Report  
October 26, 1943 (Report No. 226)  
Submitted by: Charles T. Caddock

Order Date	Product	Price	Destination - Date
5/13/41 TO 12038 EO 3401	2 Hand Verifying Machines Model E (furnished from Powers Samas Ltd. England)		Dairen - 2/17/41
2/23/40 TO 20018 EO 2803	1 Powers Numerical Printing tabulating machine and spare parts	66,749.37	Dairen - 5/25/40
23.	<u>William Sellers &amp; Company - Philadelphia, Pa.</u>		
3/31/38 TO 3049 EO 2945	1 Sellers 5" Table Type Horizontal, Boring, Drilling & Milling Machine #504 Type C	18,802.00	Dairen - 2/26/39
4/15/38 TO 3077 EO 2977	1 Sellers 48" x 48" x 12' Double Housing Type Planer (with two heads on cross rail and no side head)	17,916.50	Dairen - 7/22/38
	1 25 HP motor for above		
	1 Side head for above		
24.	<u>Standard Forging Corp. - Chicago, Ill.</u>		
1/12/38 TO 21 EO 2923	3600 ARA Standard "B" Axles for freight cars, journals 4 <sup>1</sup> / <sub>4</sub> " x 8"	74,397.78	Osaka - 1/21/38 1/29/38 2/8/38
4/8/38 4/15/38 TO 26 EO 3230	10,000 Axles for freight cars (8,200 axles shipped, 1,800 cancelled)	221,090.00	Osaka - 5/28/38 6/9 8/23
5/2/38 TO 26 EO 3007	3600 "B" Axles for freight cars, journals 4 <sup>1</sup> / <sub>4</sub> " x 8"	74,988.00	Osaka - 5/2/38



Order Date	Product	Price	Destination - Date
5/31/38 TO 30 EO 3009 EO 3018 EO 3145	43,200 Drop Forged Steel, Journal Bearing Wedges for 30 ton capacity freight cars	\$23,112.00	Dairen - 1938: 5/28, 7/29, 9/2
8/20/38 TO 35 EO 3230	10,000 AAR Standard B axles for 30 ton capacity freight cars	221,090.00	Osaka - 1938: 8/8, 9/30, 10/11, 10/26
12/1/38 TO 39 EO 3609	7,200 AAR Standard B axles for 30 ton capacity freight cars	154,491.40	Osaka - 11/30/38 1/29/39
5/10/39 TO 44 EO 1269	10,000 AAR Standard B axles for 30 ton capacity freight cars	242,217.00	Dairen - 1939: 5/13, 5/29, 6/1, 6/15, 7/5, 7/15, 7/27, 8/1
6/28/39 TO 48 EO 1269 Add.	1,000 AAR Standard B axles	24,221.70	500 shipped Dairen 7/5/39 500 shipped Osaka 8/15/39
12/13/40 TO 128 EO 3290	1,000 axles (To SMR but marked as sold to North China Railway) (Also on TO 128 an order for 2,000 sets solid wheels and axles destined for Tsingtao, North China divi- sion SMR, \$214,900.00 for which export license was rejected)	29,113.70	Osaka - 12/30/40



Economic Warfare Section  
Department of Justice

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October 26, 1943 (Report No. 216)  
Submitted by: Charles T. Caddock

25. Stephens Adamson Manufacturing Company - New York City

Order Date	Product	Price	Destination - Date
9/3/37 TO 1381 EO 2642	8 Cases of 10 sets, belt fasteners "Flexco" #3	62.40	Dairen - 9/29/37

26. Symington Gould Corp. - Rochester, New York

5/31/38 TO 28 EO 3008 EO 3144 EO 3161	20,800 (2,500 car sets) Malleable Cast Iron Journal Boxes for 30 ton capacity freight cars	162,932.00	Dairen - 1938: 6/23, 6/28, 7/12, 7/29, 8/9, 8/23, 9/12
5/1/39 TO 40 EO 1350	13,000 (1,625 car sets) Malleable Cast Iron Journal Boxes for 30 ton capacity freight cars	120,335.00	Dairen - 1939: 6/15, 7/5, 7/15, 7/27, 8/15

27. United States Steel Export Corp. - New York City

7/31/39 TO 52 EO 1541	40 Pieces (20 Locomotive sets) Wrought Steel Locomotive Frames for Mikado locomotives (Mikana type) from SFR drawing (466-S-2180, 2190)	24,600.00	Dairen - 1939: 9/22, 9/27, 10/14
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B. SMR Orders Placed with Okura & Co. New York

1. American Steel Foundries - 230 Park Ave, N.Y.C.

Order Date	Product	Price	Destination - Date
11275 3/29/37	50 Alliance 11" Solid Face Engine Knuckles for automatic engine couplers	\$ 272.50	Dairen - 5/12/37
11337 5/6/37	50 Alliance Automatic Top Operating Couplers for locomotives	1,190.00	Dairen - 7/19/37
11901 5/5/39	30 Alliance Automatic Top Operating Couplers for locomotives	775.00	Dairen - 6/15/39
	30 Alliance 11" Slotted Knuckles	175.00	
11963 7/11/39	30 Alliance 11" Slotted Knuckles	157.50	Dairen - 8/31/39

2. United States Steel Products Company - New York City

11673 5/3/38	40 Locomotive Sets (One right, one left) Wrought Steel Locomotive main frames for SMR "Mikaro" type locomotive	38,325.20	Osaka - 5 sets 6/20/38 5 sets 7/5/38 10 sets 8/1/38 10 sets 1/4/39 10 sets 1/10/39
11673 Add. 12/12/38	480,000 lbs. Cut-out material from locomotive frames	9,192.61	Dairen - 10/24/38 1/10/39



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Order Date	Product	Price	Destination - Date
11641 5/18/38	2,000 Mounted Sets Solid Wheels & Axles (Wheels - ARA Standard solid wrought carbon steel wheels, 33" diameter, fixed to 4 <sup>1</sup> / <sub>4</sub> " x 8" standard "B" axles)	\$159,100.00	Dairen - 8/9/38, 6/20/38
11910 5/11/39	2,000 Mounted Sets of 2 wheels and 1 axle (Same as 11641)	190,000.00	Dairen - 2/1/39
12228 1/31/40	1,000 Mounted Sets of 2 wheels and 1 axle (As on #11910)	107,750.00	Dairen - 7/16
3.	<u>Goulds Pumps Inc. - Seneca Falls, New York</u>		
11607 1/18/38	1 Horizontal Duplex Double Acting Plunger Pump 3 <sup>1</sup> / <sub>2</sub> " x 12" 1 100 HP 3,000 Volt AC 3- Phase 50 cycle, 485 RPM Westinghouse motor	5,702.00	Dairen - 4/12/38
4.	<u>Cincinnati Milling Machine &amp; Grinders Inc.</u> (Through Andrews & Co.)		
11578 12/23/37	2 #3 Vertical HS Dial Type Milling machine & motors	14,434.30	Dairen - 3/15/38
11606 1/15/38	1 Cincinnati 46/72 Duplex Hydromatic milling machine	15,830.00	Dairen - 3/31/38
5.	<u>Pratt &amp; Whitney - West Hartford, Conn.</u>		
11576 12/22/37	1 18" Niles Crank Slotter with motor	8,854.00	Dairen - 2/26/38



C. SIF Orders Placed with Ataka & Co. New York

1. E. C. Atkins Company - Indianapolis, Ind.

Order Date	Product	Price	Destination - Date
3/22/38 TO 5538	3 Semi-High Speed Steel Circular Metal Milling Saws for use on #18 Lea Simplex Machine	\$ 40.22	Dairen - "For Mukden" (Date not listed in Ataka files)

2. Brown & Sharpe Manufacturing Company - Providence, R. I.

3/12/38 TO 5572 1100A	16 HS Steel Involute Spur Gear Cutters Diametral pitch 14, cutters #1-8 Diametral pitch 12, cutters #1-8	67.51	Dairen - "For Mukden"
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3. Consolidated Ashcroft Hancock Company - New York City

4/16/37 TO 5152	Repair Parts for Injectors 5 Lifting tubes 5 Combining & delivery tubes, and auxiliary checks 5 Steam nozzles	23.46	Dairen -
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4. Yale & Towne Manufacturing Company - Philadelphia, Pa.

2/24/37 TO 5054	Repair Parts for Yale 1 <sup>1</sup> / <sub>2</sub> ton Model "BB" Ball Bearing Spur Geared Chain Hoist 1 each: ratchet case, internal gear, stripper	3.21	Dairen
4/2/37 TO 5135	Repair Parts for Yale 1 <sup>1</sup> / <sub>2</sub> ton Model "BB" Ball Bearing Spur Geared Chain Hoist 1 each: ratchet case, disc hub, internal gears	10.39	Dairen



## APPENDIX

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APPENDIX I

"Details of Sales Contracts" from "Report for 1st Period 1940"  
from Mitsui Office, Dairen, to Head Office, Tokyo. (Engineering  
Special File #9 1940) Translated by R. J. Patell.



DETAILS OF SALES CONTRACT  
(Attachment No. 5)

Dairen Branch Office - Machinery Dept.

(¥ 5,850,649)

1. Foreign Goods

(a) American ¥4,50,722

Monsanto Chemical Co.	¥183,000
Edgewater Steel Co.	83,657
Remington Rand Inc.	80,520
Standard Forgings Corp.	46,740
Bethlehem Steel Export Corp.	28,400
Others	3,405

(b) German 11,674

(c) Manchu & Kwantung L.  
Territory 5,408,253

Manchu Sunitomo Kinzoku Kogyo K.K.	4,785,700
[Manufactured in Mukden]	2,178,615]
[ " " in Anzan	2,607,085]
Cruya Yama ]	
Mukden Seisakusho K.K.	352,200
Daika Yogyo Koshi (Ceramics)	106,010
Manchu Kanka (Crucible)	22,119
Inaba Seisakusho	20,250
Others	121,974

2. Domestic (Japanese)

(¥ 5,935,334)

Tokyo Shibaura Denki K.K.	1,572,420
Sumitomo Kinzoku (metals) Kogyo K.K.	1,138,124
Hatsudoki Seizo K.K.	795,712
Nihon Valve Seizo K.K.	540,890
Yuasa Chiku-Denchi (wet batteries) Seizo K.K.	391,542
Sumitomo Kikai Seisaku K.K.	287,859
Nihon Sharyo (rolling stock) Seizo K.K.	260,294
K.K. Kiyosan Seisakusho	182,119
Tsubakimoto Chain Seisakusho	74,845
Toyo-Babcock K.K.	71,446
Toyo-Carrier K.K.	67,356
Maeda Kagaku Kikai (Chemical machinery) K.K.	44,907
K.K. Kato Seisakusho	43,909



Nippon Pipe Seizo K.K.	¥39,558
Daido Seiko Teikoku Matsujo Seisakusho (Steel Springs)	33,317
K.K. Osaka Kikai Seisakusho	31,000
Shibaura Matsuda Kogyo K.K.	27,230
Nippon Insulator K.K.	26,435
Kottrel (?) Kumiai Association	24,872
Daito Kogyosho	19,659
Onotekkosho	18,375
K.K. Tama Zoshensho (Dockyard)	15,029
Godo Shuttle K.K.	12,500
Nippon Tokushu Togyo (Special Ceramics) K.K.	12,246
Others	203,190

DETAILS OF SALES CONTRACTS

(Attachment No. 6)

Minauri Manchu Tetsucho K.K.	¥9,915,030
South Manchuria Railway	
Minauri Manchu Gas K.K.	352,200
Taiko Kogyo K.K.	325,977
Manchu Kogaku (Chemical) Kogyo K.K.	267,794
K.K. Dairen Kikai Seisakusho	257,629
Manchu Seikiya (Petroleum) K.K.	233,620
Kikai-fu Mukden Shibu	127,070
K.K. Toba Yoko	82,116
Dairen Toshi Kotsu K.K.	30,385
(City of Dairen Transport Co.)	
Takahashi Shakai	29,048
Manchu Onoda Cement K.K.	28,281
Manchu Seima (Linen) K.K.	19,110
Dairen Kissor (Steamship) K.K.	16,166
Manchu Dengyo (Electric) Co.	14,951
Others	86,606



APPENDIX II

"Details of Sales Contracts" from "Report for 2nd Period 1940"  
from Mitsui Office, Dairen, to Head Office, Tokyo (Engineering  
Special File "B" 1940) Translated by R. J. Patell.



DETAILS OF SALES CONTRACT  
Attachment No. 5)

Dairen Branch Office - Machinery Dept.

1. Foreign Goods	¥ 7,460,355
(a) Manchukuoku & Kwantung Leased Territory	¥7,360,335
Manchu Sumitomo Kinzoku (Metal) Kogyo K.K.	¥7,119,644
[Mf'd in Mukden Factories]	[¥6,996,194]
[Mf'd in Anzan Factories]	[ 123,450]
Manchu Imono (Iron Castings) K.K.	115,734
Manchu Kanka (Crucible) K.K.	72,347
Mukden Seisakusho	24,200
Inaba Seisakusho	14,960
Daika Yogyo (Ceramics) Koshi	10,722
Others	2,729
(b) American Goods	100,020
Edgewater Steel Co.	100,020
2. Japanese Goods	7,249,551
Sumitomo Kinzoku Kogyo K.K.	3,234,065
Yokogawa Kiyoryo Seisakusho (Bridge Works)	1,293,069
Kiyosan Seisakusho	703,032
Tokyo Ishikawa Dockyard	255,732
Yuasa Chikudinchi (Wet Battery) Seizo K.K.	255,353
Nippon Sharyo (Rolling Stock) Seizo K.K.	251,586
Hatsudoki Seizo K.K.	179,286
Daido Seiko K.K.	171,192
Nihon Valve Seizo K.K.	145,775
Osaka Kikai Seisakusho	142,750
Toyo-Carrier Kogyo K.K.	126,323
Nihon Gaishi (Insulators) K.K.	74,518
Kottrel (?) Association	61,094
Nihon Pipe Seizo K.K.	56,809
Toyo Kikai K.K.	45,875
Nippon Kako (Pyrotechnics) K.K.	40,420
Tama Dockyard	35,720
Kato Seisakusho	31,958



Toyo Shibaura Denki K.K.	¥26,452
Toyo Babcock K.K.	20,807
Masunari Doryoku (Elec. Power) K.K.	19,162
Toyo Seiki (Precision) K.K.	14,121
Ishikawajima Shibaura Turbine K.K.	12,666
Others	51,066

DETAILS OF SALES CONTRACTS

(Attachment No. 6)

Dairen Branch Office - Machinery Dept.

South Manchuria Railway Co.	¥13,713,104
Dairen Kikai Seisakusho	450,535
Manchu Industrial Chemical Co.	109,698
Mukden Branch Office (Mitsui)	72,347
Manchu Seikyu (Oil) Co.	50,925
Dairen Senkyo Tokko (Dockyard & Iron Works) K.K.	30,932
Dairen Kisen (Steamship) Co.	41,536
Peking Branch Office	37,253
Hsinking Branch Office	33,099
Manchu Onada Cement K.K.	27,910
Toba Yoko	26,112
South Manchurian Gas K.K.	24,200
Manchu Magnesium Kogyo K.K.	18,788
Manchu Denryo (Elec. Power) K.K.	15,137
Tientsin Branch Office	10,386
Others	47,944



APPENDIX III

"Details of Main Articles of Sales Contracts" (for SIR only)  
from "Report for 1st Period 1940" from Mitsui Office, Dairen, to Head  
Office, Tokyo. (Engineering Special File #9 - 1940) Translated by  
R. J. Patell.



DETAILS OF MAIN ARTICLES OF SALES CONTRACTS  
(Attachment No. 7)

Dairen Branch Office - Machinery Dept.,

Mantetsu (Manchu R'y)	Manchu Sumitomo	Boilers & Tubes for locomotives	168,509 pcs. (6 orders)	¥1,478,975
"	Tokyo Shibaura	85 ton kilo electric loco- motives	3 pcs.	1,233,500
"	Manchu Sumitomo	Freight car wheels & shafts	1,660 pcs. (2 orders)	671,138
"		Boiler tubes for locomotives	124,743 pcs. (7 orders)	637,665
"	Hatsudoki Seizo	Parts for "Mikako" type locomotive	390 pcs.	339,500
"	Manchu Sumitomo	Locomotive wheel tires	2,490 pcs. (2 orders)	342,362
"	Sumitomo Kikai Joro Tensha Dai	Railway turntable decks	3 pcs. (2 orders)	287,859
"	Nippon Sharyo Keiyu Docha	Light oil cars	6 pcs.	258,240
"	Manchu Sumitomo	Boiler tubes for locomotives	12,000 pcs. (2 orders)	173,110
"	Sumitomo Kinzoku	Shaft material for locomotives	704 pcs. (2 orders)	163,088
"	Manchu Sumitomo	Locomotive wheel tires	246 pcs. (6 orders)	142,949
"	Manchu Sumitomo Kikai	300 HP Electric cranes	3 pcs.	131,700



Mantetsu Manchu R'Y	Sumitomo Kinzoku	Locomotive frames	28 sets (2 orders)	¥125,565
"	Nihon	Gas pumps? pump?	1 set	123,852
"	Sumitomo Kinzoku	Locomotive frames	30 sets (2 orders)	113,358
"	Manchu Sumitomo	Locomotive frames	18 sets	113,226
"	Manchu Sumitomo	Coupler yokes etc.	2,770 pcs	110,246
"	Yuasa Chiku Denchi	Wet batteries for railway use	81 sets	104,004
"	Taila Yogo	Electric insu- lators	500,000 pcs.	845,000
"	Manchu Sumitomo	Railway passen- ger cars, wheels & axles	180 pcs.	83,664
"	Sumitomo Kinzoku	Locomotive frames	15 sets	80,530
"	American Remington Rand Powers	Powers automatic tabulator & classifier	4 pcs.	80,520
"	Moji Ware- house	Used Lancashire boilers	3 pcs.	75,837
"	Tsubaki- moto Chubu	Bucket elevator & conveyor chains	1730 pcs.	74,844
"	Manchu Sumitomo	Boiler tubes	1961 pcs. (4 orders)	74,034
"	Manchu Sumitomo	Railway pass- enger car frames	66 pcs.	73,874
"	Sumitomo Kinzoku	Locomotive wheel tyres	600 pcs.	66,978



Mantetsu Manchu R'y	Sumitomo Kinzoku	Locomotive wheel tyres	600 pcs.	¥66,928
"	Sumitomo Kinzoku	Locomotive frames	13 pcs. (2 orders)	65,860
"	Kiyosan Mfg. Co	Angular shaft boring electric machine (for Mujun mines)	1 set.	64,407
"	Manchu Sumitomo	Locomotive frames	22 sets	63,800
"	Toyo Babcock	Air heater elements	12 pcs.	63,225
"	Toyo Carrier	Air control equipment for R'y passenger cars (air conditioner?)	4 sets	62,174
"	Nippon Pump	Pump for hot oil?	1 set	60,627
"	Manchu Sumitomo	Locomotive Rinshin (center bearings?)	50 pcs. (2 orders)	59,201
"	Kiyosan Sirsaku	Signal device for angular shaft cars	1 set	58,020
"	Sumitomo Kinzoku	Side frames for freight cars	240 pcs.	54,192
"	Manchu Sumitomo	Passenger freight car wheel tyres	730 pcs.	52,850
"	Yuasa Battery	Wet batteries	6 sets	52,000
"	Yuasa Battery	Wet battery parts	8,154 pcs.	48,020
"	Manchu Sumitomo	Locomotive steel castings	216 pcs.	47,983



Mantetsu Manchu R'y	Hatsudoki Seizo	Feed pumps	18 sets	¥46,800
"	Sumitomo Kinzoku	Shibata type couplers for freight cars	500 pcs. (2 orders)	46,789
"	Maeda Chemical	Continuous disc filters	21 sets	44,907
"	Manchu Sumitomo	Locomotive steel castings	7 sets (2 orders)	44,186
"	Hatsudoki Seizo	Feed water heaters	18 sets	37,800
"	Yuasa Batteries	Dry batteries	23,100 pcs.	37,800
"	Noji Warehouse	Used Lancashire boilers	2 pcs.	36,280
"	Sumitomo Kinzoku	Locomotive Cylinders	6 sets	36,205
"	Nihon Pump	Sluice pump	87 pcs.	33,386
"	Kiyosan Seisaku	Electric clutch	1 set	33,211
"	Yuasa Batteries	Wet batteries	4 sets	32,960
"	Nihon Pump	Steam pump ?	1 set	31,697
"	Manchu Sumitomo	Conduit tubes	6710 pcs.	31,573
"	Sumitomo Kinzoku	Freight bar shafts	200 pcs.	28,665
"	Hatsudoki Seizo	Flooding pumps (injectors?)	70 pcs.	28,000
"	Sumitomo Kinzoku	Locomotive wheel tyres	200 pcs.	26,986



Mantetsu Manchu R'y	Sumitomo Kinzoku	Passenger and freight car wheel tyres	290 pcs.	¥25,168
"	Nihon Pump ?	Water pump ?	996 pcs.	25,113
"	Sumitomo Kinzoku	Light oil car Rinshin (bearings?)	448 pcs.	24,878
"	Sumitomo Kinzoku	Locomotive shafts	100 pcs. (2 orders)	23,773
"	Sumitomo Kinzoku	Locomotive Rinshin (bearings?)	100 pcs.	23,090
"	Hatsudoki Seizo	Parts for 100 HP engines	60 pcs.	22,578
"	Manchu Sumitomo	Locomotive steel castings	5 sets	22,478
"	Sumitomo Kinzoku	Locomotive tyres	200 pcs.	22,326
"	Sumitomo Kinzoku	Freight car tyres	840 pcs.	22,163
"	Mujun Inaba Mfg.	Derailment equip- ment - railroad crossing switches	150 sets	20,250
"	Ono Tekkosho	Punching & Shear- ing machine	1 set	18,375
"	Sumitomo Kinzoku	Derooter frame ?	5 sets	16,705
"	Manchu Sumitomo	Boiler tubes	1,293 pcs.	16,619
"	Sumitomo Kinzoku	Locomotive shaft or wheels ?	60 pcs.	15,116
"	Sumitomo Kinzoku	Back frame	5 sets	14,575
"	Sumitomo Kinzoku	Freight car wheels & shafts	30 pcs.	13,230







APPENDIX IV

"Details of Sales Contracts" from the "Half Year Report for 2nd Period of 1940" from Mitsui Office, Dairen to Head Office Tokyo (Mitsui Engineering Special File "B-1940"). Translated by R. J. Patell.



DETAILS OF IMPORTANT ITEMS OF SALES CONTRACTS  
(Attachment No. 7)

Dairen Branch, Machinery Dept.

Mantetsu Manchu R'ly	Manchu	Freight Car	9,690 pcs.	¥4,042,646
	Sumitomo	wheels & shafts	(2 orders)	
"	Manchu	Locomotive	11,335 pcs.	1,666,575
	Sumitomo	wheel tyres	(25 orders)	
"	Yokoga Kiyoryo (Bridge)	Bridge deck girders.	68 "REN" - beams, arches? (4 orders)	1,080,010
"	Manchu Sumitomo	Freight car draft gear	3,400 pcs.	842,860
"	Manchu Sumitomo	Locomotive frames	62 sets (3 orders)	381,337
"	Manchu Sumitomo	Locomotive wheel tyres	2,393 pcs. (4 orders)	350,365
"	Manchu Sumitomo	"Danzuka" truck side frames, etc.	108 sets	336,120
"	Manchu Sumitomo	Passenger car (R'ly) truck frames	378 pcs. (3 orders)	294,501
"	Kyosan Seisaku	Tenkan Sajioki (Change-over switch chains?)	280 pcs.	285,880
"	Nippon Sharin (Wheel)	"MIKAI" type loco- motive	2 sets	248,800
"	Tokyo Ishikawa- jima	Bridge deck girders	38 sets (3 orders)	242,592
"	Manchu Sumitomo	Freight car shafts	1,650 pcs. (2 orders)	226,380
"	Manchu Sumitomo	Passenger car wheel tyres	2,713 pcs. (3 orders)	221,888



Mantetsu Manchu R'ly	Manchu Sumitomo	Freight car wheel tyres	2,880 pcs.	¥218,592
"	Manchu Sumitomo	Locomotive "Rinshin" (wheel center bearings?)	32 sets (2 orders)	185,018
"	Sumitomo Kinzoku	Locomotive cylinders	18 sets	152,100
"	Yokogawa Kiyoryo (Bridge)	Turntable decks	5 pcs. (5 orders)	144,025
"	Kyosan Seisaku	Electrically operated sig- nals	150 pcs.	136,200
"	Manchu Sumitomo	Passenger car wheel tyres	1,700 pcs. (2 orders)	130,602
"	Osaka Kikai	Air Hammers	4 pcs.	117,000
"	Manchu Iron Castings	Low pressure boilers, & hot water boilers	71 pcs.	108,283
"	American Edgewater Steel Co.	Spiral spring draft gear	600 pcs.	100,020
"	Manchu Sumitomo	Freight car wheel tyres	1,280 pcs.	84,480
"	Manchu Sumitomo	Freight car "B" shafts	740 pcs.	88,282
"	Kyosan Seisaku	Electric relays for tracks	650 pcs.	76,700
"	Toyo Carrier	Passenger car air conditioning equipment parts	4 sets	76,166
"	Yokogawa Bridge	Kayo Tenshadai (Through Turn- tables?)	2 pcs. (2 orders)	68,040



Mantetsu Manchu R'ly	Manchu Sumitomo	Locomotive boiler tubes	4,800 pcs.	¥66,668
"	Hatsudoki Seizo	Locomotive feed pumps, etc.	14 sets (2 orders)	65,800
"	Kyosan Seisaku	Electric relays for tracks	400 pcs. (2 orders)	60,300
"	Sumitomo Kinzoku	1939 Increased plan 60 ton "Chiko" type parts	8 sets	57,934
"	Sumitomo Kinzoku	Locomotive frames	9 sets	55,584
"	Manchu Sumitomo	Locomotive side frames	57 sets	53,663
"	Kyosan Seisaku	Electric brakes	280 pcs.	53,200
"	Manchu Sumitomo	Locomotive cylinders	6 sets	50,552
"	Nippon Valve	Slide & Glove valves	125 pcs.	48,929
"	Toyo Kikai	8 foot lathe	5 pcs.	48,750
"	Yuasa Wet Battery	Dry batteries	36,050 pcs.	44,443
"	Sumitomo Kinzoku	Passenger car wheels & shafts	80 pcs.	42,760
"	Yuasa Battery	Dry batteries	35,000 pcs.	42,000
"	Manchu Sumitomo	Locomotive "Rinshin" (bear- ings)	88 pcs.	38,081
"	Yuasa Battery	Wet batteries, etc.	350 pcs.	34,750



Mantetsu Manchu R'ly	Kottrel Association	Equipment parts	1,502 pcs.	¥30,484
"	Kyosan Seisaku	Track transformers (Senro Henatsuki)	350 pcs. (2 orders)	26,700
"	Nippon Pipe	Outlet boxes	50,000 pcs.	28,800
"	Kottrel Association	Insulators	315 pcs.	27,790
"	Nihon Valve	Water valves & cocks	1,100 pcs.	24,960
"	Yuasa Batteries	Wet batteries	73 sets	22,630
"	Nihon Valve	Hot oil valves & cocks	650 pcs.	22,047
"	Manchu Sumitomo	Locomotives tyres	130 pcs.	20,930
"	Sumitomo Kinzoku	Passenger car draft gear	80 pcs.	20,600
"	Masunari Doryoku Kogyo	Steam steel pipes	24 pcs.	19,162
"	Hatsudoki Seizo	Blow-off valves, etc.	440 pcs.	16,390
"	Yuasa Battery	Positive plates, etc.	11,500 pcs.	15,986
"	Inaba Seisaku	"SEXBEE" (?) clutches	2 sets	14,960
"	Sumitomo Kinzoku	Passenger car wheels & shafts	4 sets	14,857
"	Manchu Sumitomo	"Murray" (?) type Danyei Sochi (Heating equipment)	60 pcs.	13,965



Mantetsu Manchu R'ly	Hatsudoki Seizo	Oil feeders, etc.	40 pcs.	¥13,950
"	Hatsudoki Seizo	Water feeders & oil feeders	32 pcs.	13,820
"	Manchu Sumitomo	Freight car side frames	52 pcs.	13,780
"	Nihon Valve	(Faiyu-oil proof?) valves	24 pcs.	13,497
"	Kyosan Seisaku	Signal (Sembet- suki= separator? selector?)	100 pcs.	12,500
"	Manchu Sumitomo	Boiler tubes	442 pcs.	10,859
"	Manchu Sumitomo	Freight car "Rinshin" (Bear- ings? bearing boxes?)	150 pcs.	10,725
"	Toyo Babcock	Soot blower	5 pcs.	10,700
"	Daido Seiko	Bolster? spring	168 pcs.	10,380
"	Tokyo Ishikawa- jima	Sojo-keta (tank-girders)	3 pcs.	10,224



APPENDIX V

"Particulars of Purchases expected to be made in the 2nd Half of Showa 15 (1940)" from the "Half Year Report for 1st Period of 1940" from the Mitsui Office, Dairen, to the Head Office, Tokyo. (Mitsui, Engineering Special File #9, 1940).



PARTICULARS OF EXPECTED PURCHASES

TO BE MADE IN 2ND HALF OF SHOWA 15 (1940)  
(Attachment No. 9)

Dairen Branch, Machinery Dept.

<u>Buyer</u>	<u>Articles</u>	<u>Quantity</u>	<u>Amount</u>	<u>Certainty of booking order</u>
Mantetsu Head Office	Locomotives	360 pcs.	¥46,800,000	Will get order for 45 pcs.
"	Passenger car	300 pcs.	12,500,000	Will get order for 76 pcs.
"	Light oil driven cars	10 pcs.	430,000	100% sure
"	Dendosha electric dri- ven car	13 pcs.	220,000	100% sure
"	Sumitomo make locomo- tive access- ories	360 locomo- tives	2,520,000	100% sure
"	Passenger car accessories	300 cars	1,900,000	100% sure
"	Freight car	4,000 cars	7,200,000	100% sure
"	Anticleaver?	50,000 pcs.	75,000	100% sure
"	Spare tyres etc.		1,200,000	100% sure
"	Wheels for freight cars	6,400 pcs.	1,200,000	50% sure
"	Springs for freight cars	2,300 pcs.	368,000	10% sure
"	Bridge girders	10,000 tons	4,000,000	35% sure



Buyer	Articles	Quantity	Amount	Certainty of booking order
Mantetsu Head Office	Turn tables	11 pcs.	¥ 440,000	100% sure
"	Traversers	2 pcs.	100,000	Good prospects
"	Locomotive steel tubes	1,000 tons	600,000	100% sure
"	Cranes	16 pcs.	520,000	100% sure
"	Auto engine efficiency tester	1 set	300,000	80% sure
"	Steam turbine & condenser	118 pcs.	400,000	90% sure
"	15 kiloton steam locomotive crane	1 pc.	100,000	50% sure
"	Production machine	1 set	1,000,000	10% sure
"	Various valves for various vehicles as spares		1,300,000	70% sure
"	Springs for vehicles		450,000	30% sure
"	Insulators		300,000	50% sure
"	Wet batteries		1,500,000	40% sure
"	Signal equipment		1,500,000	60% sure
"	Mercury pouring rectifier? appliances? (Seiryuki)		81,000	100% sure
"	Battery locomotives		120,000	50% sure



<u>Buyer</u>	<u>Articles</u>	<u>Quantity</u>	<u>Amount</u>	<u>Certainty of booking order</u>
Mantetsu Head Office	1 boiler		¥ 197,600	Depending upon permit situation
"	1 boiler		245,000	" "
"	Transformers		720,000	60%
"	Assorted valves		100,000	100%
"	Signal equip- ment	1 set	100,000	50%
"	Boiler parts		200,000	60%
"	Electric sundries		300,000	60%
"	Rotary kilns	1 set	3,000,000	50%
"	Sulphuric acid rod equipment	1 set	5,000,000	50%
"	"Tirox"?	1 set	1,000,000	50%
"	Expansion	1 set	200,000	80%
Mantetsu Mujun Mines	Steel ingot heating fur- nace for 1000 KGM Press	1 set	110,000	80%
"	Valves	1 set	500,000	70%
"	#1 Oil re- finery Kot- rel equip- ment	1 set	250,000	80%
"	#2 Oil re- finery Kot- rel equip- ment	1 set	300,000	80%







APPENDIX VI

"Particulars of Purchases expected to be made in the 1st Half of Showa 16 (1941)" from the "Half Year Report for 2nd Period of 1940" from the Mitsui Office, Dairen to the Head Office, Tokyo. (Mitsui Engineering Special File "B" - 1940). Translated by R. J. Patell.



PARTICULARS OF PURCHASES EXPECTED TO BE

MADE IN THE 1ST HALF OF SHOWA 16 (1941)  
(Attachment No. 8)

Dairen Branch Office - Machinery Dept.

<u>Buyer</u>	<u>Articles</u>	<u>Quantity</u>	<u>Amount</u>	<u>Prospects of booking business</u>
Mantetsu (SMR)	1941 1st period plan locomotives	69 sets	¥9,660,000	14 sets
"	1941 1st period passenger cars	73 sets	3,250,000	24 sets
"	1940 period Nippon Sharyo locomotives	18 sets	2,340,000	100%
"	1940 period Nippon Sharyo passenger cars	25 sets	1,050,000	100%
"	1940 period Nippon Sharyo Dendosha (Electric cars)	4 sets	200,000	100%
"	Parts for Sumitomo made vehicles for 1940 period		1,500,000	100%
"	1941 period locomotive parts	125 sets	1,000,000	100%
"	1941 period locomotive(?) parts for passenger cars	150 sets	1,330,000	100%
"	1941 period locomotive(?) parts for freight cars	3,000 sets	8,000,000	100%



<u>Buyer</u>	<u>Articles</u>	<u>Quantity</u>	<u>Amount</u>	<u>Prospects of booking business</u>
Mantetsu (SMR)	Extra tyres from Manchu Sumitomo		¥1,000,000	100%
"	Sumitomo make "Antic" Ripper	40,000 pcs.	72,000	100%
"	Cranes	16 pcs.	600,000	100%
"	Automobile testing equipment	1 set	300,000	100%
"	Steam turbines & condensers	46 pcs.	170,000	100%
"	Production machinery	1 lot	1,000,000	100%
"	15 kiloton locomotive crane	1 pc.	100,000	100%
"	Electric shovel	1 pc.	350,000	100%
"	Amaine (name?) transformer station 750 K.W. Mercury Rectifier	1 pc.	82,000	100%
"	Amaine transformer station machinery	2 pcs.	127,000	50%
"	Signal equipment		500,000	60%
"	Wet battery equipment		300,000	60%



<u>Buyer</u>	<u>Articles</u>	<u>Quantity</u>	<u>Amount</u>	<u>Prospects of booking business</u>
Mantetsu (SMR)	Insulators & acid proof porcelaines		¥ 200,000	50%
"	Bridge girders	8,000 tons	3,200,000	45%
"	Turn tables	5 pcs.	175,000	100%
"	Traversers	2 pcs.	100,000	100%
"	New locomotive steel pipes	125 pcs.	525,000	100%
"	Passenger car air-conditioning parts		77,000	100%
"	Steel pipes for repair cars		400,000	100%
"	Hatsudoki Seizo make vehicle parts		400,000	90%
"	Vehicle springs		500,000	10%
Mantetsu Mujun Coal Mines	Valves	1 lot	1,000,000	80%
"	Rotary kilns	1 lot	3,000,000	50%
"	Tyrox Method (Seshoku Ryusan Seizo-sochi Contact sulphuric acid mfg. equipment)	1 lot	1,000,000	50%



<u>Buyer</u>	<u>Articles</u>	<u>Quantity</u>	<u>Amount</u>	<u>Prospects of booking business</u>
Mantetsu Mujun Coal Mines	Expansion joints	1 lot	¥ 200,000	80%
"	1,000 kilo- ton press steel crucible	1 pc.	110,000	100%
"	#1 Seiyu (Oil) factory "Kottyel" (?)	1 pc.	250,000	80%
"	#2 Seiyu (Oil) factory "Kottyel" (?)	1 pc.	150,000	80%
"	Electric shovel	2 pcs.	700,000	100%
"	"NEPPU BEN" (hot air valves)	1 lot	350,000	60%
"	1,500 barrel cracking plant	1 lot	2,000,000	100%
"	RYUAN (name of an acid) mfg. equipment		1,500,000	80%
"	"KADANPA" belt-conveyors		600,000	100%
"	Rolling mill		1,600,000	80%
"	Bunkai (ore separating?) (washing?) mill		400,000	50%
"	Cranes	7 pcs.	180,000	80%
"	Belt conveyor	1 pc.	120,000	80%



<u>Buyer</u>	<u>Articles</u>	<u>Quantity</u>	<u>Amount</u>	<u>Prospects of booking business</u>
Mantetsu Mujun Coal Mines	85 kiloton electric locomotive	4 pcs.	¥1,000,000	100%
"	30,000 KVA transformers	3 pcs.	1,359,618	80%
"	6,500 trans- formers	1 pc.	100,000	100%
"	Boiler parts	10	100,000	100%



APPENDIX VII

SIR Contracts, April 1939 to 1940 with Dairen Office of Mitsubishi  
Shoji Kaisha (from Confidential Reports of Machinery Section, ISK,  
Tokyo, translated by Arthur Henry.)



CONFIDENTIAL REPORTS OF MACHINE SECTION

(MITSUBISHI SHOJI KAISHA)

(Tokyo)

Contracts of over ¥50,000

1939:

<u>Month</u>	<u>Office</u>	<u>Machine</u>	<u>No.</u>	<u>¥ Value</u>	<u>Maker</u>
2nd half April	Dairen	Boiler	50	105,296.00	Maeda Ironworks
1st half June	"	Steam turbine turbo-blower	2	156,000.00	Mitsubishi Heavy
1st half July	"	Battery		70,116.00	Jap. Elec. Battery
2nd half July	"	Motor	10	83,000.00	Mitsubishi Electric
"	"	Air brake equipment		156,645.10	"
2nd half August	"	"		51,534.36	"
"	"	Locomotives		2,232,994.29	Skoda Co.
"	Peking (N. China Div.)	Signaling devices		50,941.00	Jap. Signal
1st half Sept.	Dairen	Mechanical parts of elec. locomotives		607,800.00	Mitsubishi Heavy
"	"	Elec. parts of locomotives		715,666.00	Mitsubishi Electric



<u>Month</u>	<u>Office</u>	<u>Machine</u>	<u>No.</u>	<u>¥ Value</u>	<u>Maker</u>
1st half Sept.	Dairen	Air brake equipment		139,531.00	Mitsubishi Electric
2nd half Sept.	Tientsin (N. China Div.)	Machine tools	61	2,958,720.00	Carlowitz & Co.
1st half Oct.	Dairen	Storage battery		128,759.40	Japan Electric Battery
2nd half Oct.	Shanghai (Central China R.R.)	Freight cars	50	1,164,349.78	Andersen Meyer and Co.
1st half Nov.	Dairen	Bolster springs	6000	156,600.00	Manshu Kiki
"	"	Turbine		397,154.00	Mitsubishi Heavy
"	"	Generator		192,720.00	Mitsubishi Elec.
"	"	Safety light		78,365.00	Jap. Elec. Battery
"	Peking (N. China Div.)	Air brake		294,923.60	Mitsubishi Electric
"	"	Clinger water gauge	1400	52,100.00	Tokyo Machine & Instrument Industry
2nd half Nov.	"	Air brake		105,217.00	Mitsubishi Electric
"	"	Brake cylinder	250	81,830.00	"
"	"	Air brake equipment		509,555.40	"
1st half Dec.	Dairen	Locomo- tives	72	5,694,120.00	Kawasaki Rolling Stock
2nd half Dec.	"	Parts of air brake		94,864.10	Mitsubishi Electric



<u>Month</u>	<u>Office</u>	<u>Machine</u>	<u>No.</u>	<u>¥ Value</u>	<u>Maker</u>
2nd half Dec.	Dairen	Diesel engine		77,390.96	Mitsubishi Heavy
"	Peking (N. China Div.)	Locomo- tive	45	5,038,200.00	Kawasaki Rolling Stock
"	"	Passen- ger car	7	336,180.00	"
<u>1940</u>					
1st half Jan.	"	Air brake equipment	1022 sets	331,876.00	Mitsubishi Electric
2nd half Jan.	"	Lathes	11	58,590.00	Shinobara Machine
2nd half Feb.	Dairen	Parts of air brake		72,157.02	Mitsubishi Electric
"	Shanghai (Central China R.R.)	Open cars	50	1,125,000.00	Andersen Meyer and Co.
"	Peking (N. China Div.)	Block ap- paratus	130	78,750.00	Jap. Signal
1st half Mar.	Dairen	Diesel engine		140,511.10	Mitsubishi Heavy
"	Peking (N. China Div.)	Crane	1	87,770.00	Tanaka Machine Works
2nd half Mar.	Dairen	Storage battery		104,004.00	Jap. Elec. Battery
"	"	Plate edge planer		177,768.00	Manshu Kiki
"	Peking (N. China Div.)	Air brake	25954	137,341.18	Mitsubishi Electric



APPENDIX VIII

Note on Westinghouse Air Brake Equipment and Mitsubishi Jukogyo  
K.K., Kobe Dockyard (Mitsubishi Heavy Industry Co. Kobe.)



NOTE ON WESTINGHOUSE AIR BRAKE EQUIPMENT AND  
MITSUBISHI HEAVY INDUSTRY CO., KOBE, (MITSUBISHI  
JUKOGYO K.K., KOBE DOCKYARD)

In Mitsubishi Inquiry File 2,628 A, a letter (Mar. 27, 1940) from Mitsubishi to Sundstrand Machine Tool Co., Rockford, Illinois states:

"We have been informed that the Kobe Dockyard of Mitsubishi Heavy Industry Co. is planning to purchase various machine tools by which they will manufacture air brake equipment similar to that manufactured by Westinghouse."

A Japanese letter in the same file from Mr. Ohnaka, Pittsburg to MSK, N.Y. July 17, 1940 requests that MSK N.Y. get quotations and drawings of "D 22-A valve from Westinghouse Air Brake Co." for Mr. Nakamoto of MSK Kobe Dockyard, that this valve "is to be used by SMR Co."

A Japanese letter, no date, from Nakamoto to Ohnaka is translated as follows:

"Confirmed the quotation of D 22-A which was ordered by South Manchuria Railway. (This railway company has definitely decided to use the machine for trial operation in their train.) It seems that the delivery will be very short time. (It may take within this year or on February and March of next year.)

In order to receive those deliveries in time, Kobe seems to have two plans, they are:

- (a) After receiving the said articles from Westinghouse Air Brake Co., they hope to supply the article to South Manchuria Railway.
- (b) Kobe is attempting to manufacture the said articles by themselves since they have to order in great quantity in next year (that is a trial production.)

Kobe Dockyard informed the following facts:

- (a) Requested the quotation on the machines to Westinghouse Air Brake Co.



- (b) Although Kobe Dockyard possess many drawings on D 22-A but they wish to have some more in case if is any change in drawings.

The followings are from Mr. Thomas of Westinghouse Air Brake Co:

- (a) Quotation must be requested several weeks before, otherwise it will be difficult to expedite for the same.
- (b) Some changes in drawing has been made. Those changes in drawings are noted in small book by Mr. Thomas. He is going send the small book to you. Those are from his answer.

It seems that Kobe won't satisfy with Mr. Thomas book alone. They want full drawings as well as quotation as early as possible since the small book would not give a full detail in scales. At any rate, Kobe desire to have the drawings immediately.

In separate cover I am sending you drawings indicated (1) and (2) which I have received from Westinghouse Air Brake and I wish you to forward them to Mr. Sakamoto of Mitsubishi Shoji Co. Since this material does not cover the price list, I wish you to write us in care of Kobe Dockyard."

MSK N.Y. in a letter, July 22, 1940, to New Britain Gridley Machine Co. wrote:

"We wish to send you five copies of drawings covering several parts of air brake equipment, and would request you to submit to us your quotation on proper automatic chucking machines with necessary tooling accordingly. Please note that our customer's required production rate on each part is about 600 pieces per eight working hours and the material and detailed dimensions are explained on the drawings attached."

The Japanese drawings as well as Westinghouse drawings are in MSK N.Y. Inquiry File 2,628 B.

There is no indication that any of the machine tools for the proposed air brake shop were secured.



APPENDIX IX

List of Machine Tools for Locomotive and Car Factory, SMR, received  
by Okura N.Y. from Dairen, March 17, 1938 (Okura 22,903).



D.C. 3/17/38

LIST OF MACHINE TOOLS FOR LOCOMOTIVE  
AND CAR FACTORY, S. M. R.

Quantity	Name of Machine
1	Portable Crankpin Grinder
1	Vertical Boring Machine, Table dia. 5' - 0"
1	Radial Drill 6' - 11"
1	Stay Bolt Making Machine [Swing 1' - 5 <sup>3</sup> / <sub>8</sub> " [Bolt 1 <sup>3</sup> / <sub>8</sub> " x 11 <sup>13</sup> / <sub>16</sub> "
1	Steam Hammer 3/4 tons
2	Planing Machines 70" x 70" x 14' - 9"
2	Internal Grinders [1 <sup>3</sup> / <sub>16</sub> " dia. up to 6" dia. [Table 1' - 3 <sup>3</sup> / <sub>4</sub> " x 4' - 1 <sup>1</sup> / <sub>2</sub> "
2	Air Hammers, 1 <sup>1</sup> / <sub>2</sub> tons [1,000 kg.]
2	Shearing Machines, thickness of plate 1 <sup>17</sup> / <sub>64</sub> "
2	Shearing Machines, thickness of plate 3/4"
2	Plate Straightening Roll 1 <sup>17</sup> / <sub>64</sub> "
2	Cold Cutters
3	Wheel Presses, capacity 500 tons/2240 <sup>11</sup> / <sub>16</sub>
3	Bending rolls, thickness of plate 3/4", bed 8' - 0"
3	Ditto, bed 6' - 0"
3	Punching & Shearing Machine, thickness of plate 3/4"
3	Universal Flange Presses, 200 tons of 2240 <sup>11</sup> / <sub>16</sub>
3	Driving wheel Lathes, swing 80"
3	Car wheel Lathe, 4'11"
3	Horizontal Boring Machines, boring 24", facing 48"
3	Planers 60"x60"x11'10"
3	Link Grinders
3	Universal Grinders Table 5 <sup>7</sup> / <sub>8</sub> " x 3-11 <sup>1</sup> / <sub>4</sub> "
3	Piston Rod Grinders
3	Horizontal Milling Machines, table 15" x 4'7"
3	Vertical Milling Machines, round table dia. 52"
3	Radial Drills 5'0"
3	Radial Drills 4'-3/8"
3	Screw Cutters, bar dia. 2 <sup>9</sup> / <sub>16</sub> "
3	Quartering and Turning Machine, crankpin angle 90° 120°
3	Journal Lathes, Journal dia. 4 <sup>3</sup> / <sub>4</sub> " up to 5 <sup>1</sup> / <sub>8</sub> "
3	Air Hammers, 3/4 tons (1,000 kg.)
3	Air Hammers, 1/2 tons (1,000 kg.)
3	Air Hammers, 1/4 tons (1,000 kg.)



Quantity

Name of Machine

Quantity	Name of Machine
3	Spring Formation Machines
5	Vertical Boring Machines, table dia. 4'-2"
5	Vertical Boring Machines, table dia. 3'-6"
5	18" Slotting Machines
5	Vertical Surface Grinders table 18" x 5'-0"
5	Buckle Presses, capacity 100 tons 2240 #
5	Turret Lathes, bar 3" x 2'-6"
5	12" Slotting Machines
5	Upright Drills, 2'-6"
5	Upright Drills, 2'-6"
5	Spring Tester 30 tons 2240 #
6	Turret Lathes, 2" x 22"
6	Horizontal Boring Machines, boring 18" facing 32"
6	Universal Milling Machines 10 <sup>1</sup> / <sub>2</sub> x 3'-10 <sup>1</sup> / <sub>2</sub> "
6	Surface Lathes 6'-7"
10	Shaper, 2'-0"
20	Lathes, bed 10', swing 10"
25	Lathes, bed 8', swing 8"
35	Lathes, bed 6', swing 6"



APPENDIX X

Map of Area Controlled by S.M.R.