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DEPARTMENT OF JUSTICE
WAR DIVISION
ECONOMIC WARFARE SECTION

REPORT ON
FORD MOTOR COMPANY - YOKOHAMA

March 2, 1943

Submitted by: Robert A. Nitschke
Economic Warfare Section
Department of Justice
Chicago, Illinois

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LIST OF EXHIBITS

1. Plot plan showing the layout of the plant, the assembly building, warehouse, office, loading dock and railway tracks, pyroxylin building, barge canal, water tank, boiler house and Tokyo Bay.
2. General view of the plant from the west, showing the north and west elevations of the main building.
3. General view of the main plant showing the south and west elevations from across the barge canal.
4. General view of the plant from the main entrance gate at the northeast corner.
5. Floor plan of main assembly building.
6. Roof plan of main assembly building.
7. Cross section of the assembly aisle in the main assembly building.
8. Cross section of the warehouse aisle in the main assembly building.
9. Cross section of the office portion of the building.
10. Elevations of the entire plant.
11. Elevations and details of the office portion of the building.
12. Plans, sections, elevations, and details of the pyroxylin building.
13. Plans, section and detail of the railway loading dock.

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Economic Warfare Section
War Division
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FORD MOTOR COMPANY - YOKOHAMA

I. INTRODUCTION

The Ford Motor Company's plant in Japan was constructed in 1927 by H. K. Ferguson Company, engineers and builders, Cleveland, Ohio. This report contains material relating to the construction and physical appearance of the Ford Motor Company plant, as obtained from the H. K. Ferguson Company. There has been no attempt to make a definitive analysis of the strategic military and economic significance of the Ford Motor Company plant and its production. This information will be secured from the Ford Motor Company and will be included in a supplemental report.

II. IMPORTANCE TO THE JAPANESE WAR EFFORT

The general importance of the Ford Motor Company's Yokohama plant is well known. It is a modern automobile plant with the finest modern equipment, originally built for the production of 200 cars per day, and is now engaged in the production of trucks and tanks for the Japanese Army.

The plant originally functioned as a branch assembly plant of the Ford Motor Company, parts shipped from this country being warehoused and assembled there.

III. DESCRIPTION OF THE PLANT

This plant consists of a main assembly building and warehouse together with auxiliary buildings. Construction was begun in 1927. It is located on the edge of Tokyo Bay near Yokohama in the suburban township of Koyasu. Exhibit No. 1 is the plot plan showing the layout of the plant, the assembly building, warehouse, office, loading dock and railway tracks, pyroxylin building, barge canal, water tank, boiler house, and Tokyo Bay.

Exhibit No. 2 is a general view of the plant from the west, showing the north and west elevations of the main building, with the barge canal in the foreground, Tokyo Bay off to the right, the covered loading dock and railroad tracks at the far left, also the elevated water tower, smokestack, and boiler house from above. The boiler house is easily located by the stack in the northwest corner of the main building.

Exhibit No. 3 is a general view of the main plant showing the south and west elevations from across the barge canal. The barge canal is in the foreground of the picture, with the warehouse, assembly building and office buildings toward the rear in that order. The boiler house stack and elevated water tower are in the background in the left side of the picture.

Exhibit No. 4 is a general view of the plant from the main entrance gate at the northeast corner, showing the main assembly building, the pyroxylin building in the right foreground, and the boiler house stack immediately behind it. The railway loading dock and the railway tracks are on the right side of the picture. Tokyo Bay is in the background on the far left.

Details of the main assembly building, the pyroxylin building, and the loading dock are shown in the architectural plans described below.

Exhibit No. 5 - Floor plan of main assembly building.

Exhibit No. 6 - Roof plan of main assembly building.

Exhibit No. 7 - Cross section of the assembly aisle in the main assembly building.

Exhibit No. 8 - Cross section of the warehouse aisle in the main assembly building.

Exhibit No. 9 - Cross section of the office portion of the building.

Exhibit No. 10 - Elevations of the entire plant.

Exhibit No. 11 - Elevations and details of the office portion of the building.

Exhibit No. 12 - Plans, sections, elevations, and details of the pyroxylin building.

Exhibit No. 13 - Plans, section and details of the railway loading dock.

IV. TRANSPORTATION

This plant is served by railway facilities on the Tokyo-Yokohama line, and has barge shipping facilities direct to Yokohama Harbor and Tokyo Bay.

V. POWER, WATER SUPPLIES AND COMMUNICATIONS

Power and water supplies were furnished principally from outside sources. The main control panels were located in the assembly portion of the building. The main telephone switchboard was in the office portion of the southeast corner of the building.

VI. ADJACENT INDUSTRIAL AREA

This plant is located in a highly industrial area in the Yokohama Harbor industrial zone. It is surrounded by industries of all character, including among others, the Yokohama dockyard, Uraga Dock Company, Asano Dockyard and Shipbuilding Works, Ishikawajima Dockyards, large storage tanks of the Rising Sun Oil Company, Standard Oil Company of New York, and Nippon Oil Company.

VII. SOURCES

1. W. M. Thompson, Manager, Japan branch office of H. K. Ferguson Co., from 1923 to 1931. His office was located in Tokyo.

2. T. H. Mitchell, General Superintendent of Construction, H. K. Ferguson Company in Japan. Mitchell was present during the construction of the Ford Motor Company plant at Yokohama and is particularly familiar with that plant, surrounding plants and locations.