Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

				LIS
DIAMETER (INCH)	36	33	32	30
CAST IRON (ft)	45596.6	21597.5	—	11,092.4
ETERNITPIPE (ft)	—	—	—	—
HUME PIPE (ft)	—	—	938.3	—
TIMBER PIPE (ft)	—	—	—	—
SLUICE VALVE	—	—	—	—
HYDRANT				
AIR VALVE				
SAFETY VALVE				

WHAT WARDS ARE SUPPLIED BY EACH OF THE ABOVE?

ENCL

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LIST OF PIPE NETWORK IN 1,945

DIAMETER (INCH)	36	33	32	30	28	26	24	20	18	16	14	12	10	9	8	6	5	4	TOTAL
CAST IRON (ft)	45,596.6	21,597.5	—	11,092.4	2,824.8	—	32,466.8	36,758.1	16,833.8	27,371.7	38,834.8	88,312.6	36,695.7	42,105.8	258,543.4	433,006.5	76,659.2	1,133,738.8	2,362,4
ETERNITPIPE (ft)	—	—	—	—	—	—	—	—	—	—	—	4,655.5	—	—	2,434.4	1,036.7	—	—	8,1
HUME PIPE (ft)	—	—	938.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9
TIMBER PIPE (ft)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,811.0	—	1,8
SLUICE VALVE	—	—	—	—	—	10	18	11	5	12	25	43	32	45	326	638	125	2,497	3,7
HYDRANT																			4,1
AIR VALVE																			
SAFETY VALVE																			

ARE SUPPLIED

THE ABOVE?

ENCLOSURE "B" (PRINTED IN 1946

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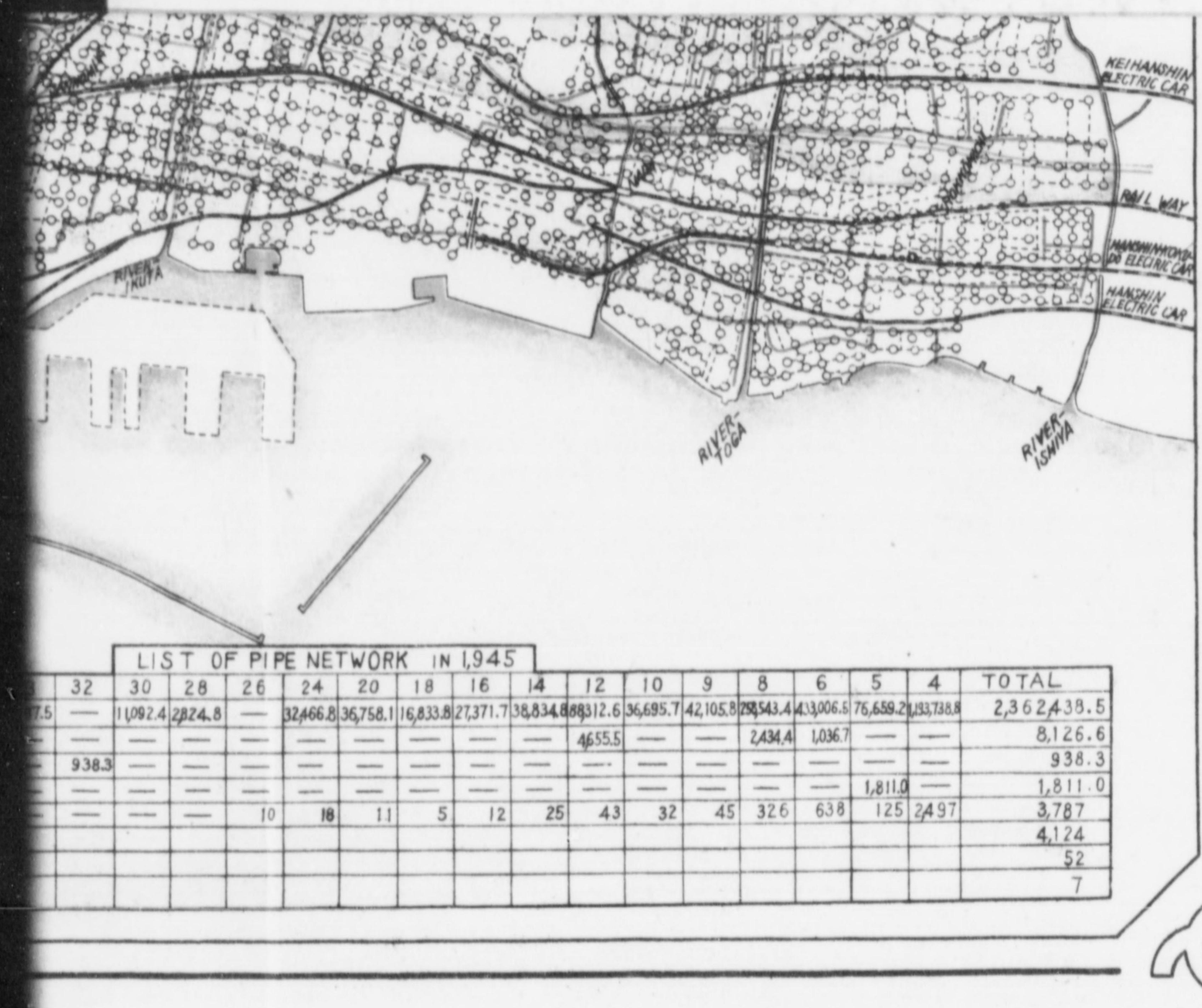

LIST OF PIPE NETWORK IN 1,945

	32	30	28	26	24	20	18	16	14	12	10	9	8	6	5	4	TOTAL
7.5	—	1,092.4	2824.8	—	32,466.8	36,758.1	16,833.8	27,371.7	38,834.8	88312.6	36,695.7	42,105.8	258,543.4	433,006.5	76,659.2	1,133,738.8	2,362,438.5
—	—	—	—	—	—	—	—	—	—	4655.5	—	—	2,434.4	1,036.7	—	—	8,126.6
—	938.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	938.3
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,811.0	—	1,811.0
—	—	—	—	10	18	11	5	12	25	43	32	45	326	638	125	2,497	3,787
																	4,124
																	52
																	7

ENCLOSURE "B" (PRINTED IN 1946 FROM 1925 ORIGINAL)

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神戸市

神戸市水道及阪神水道

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

神戸市水道及阪神水道

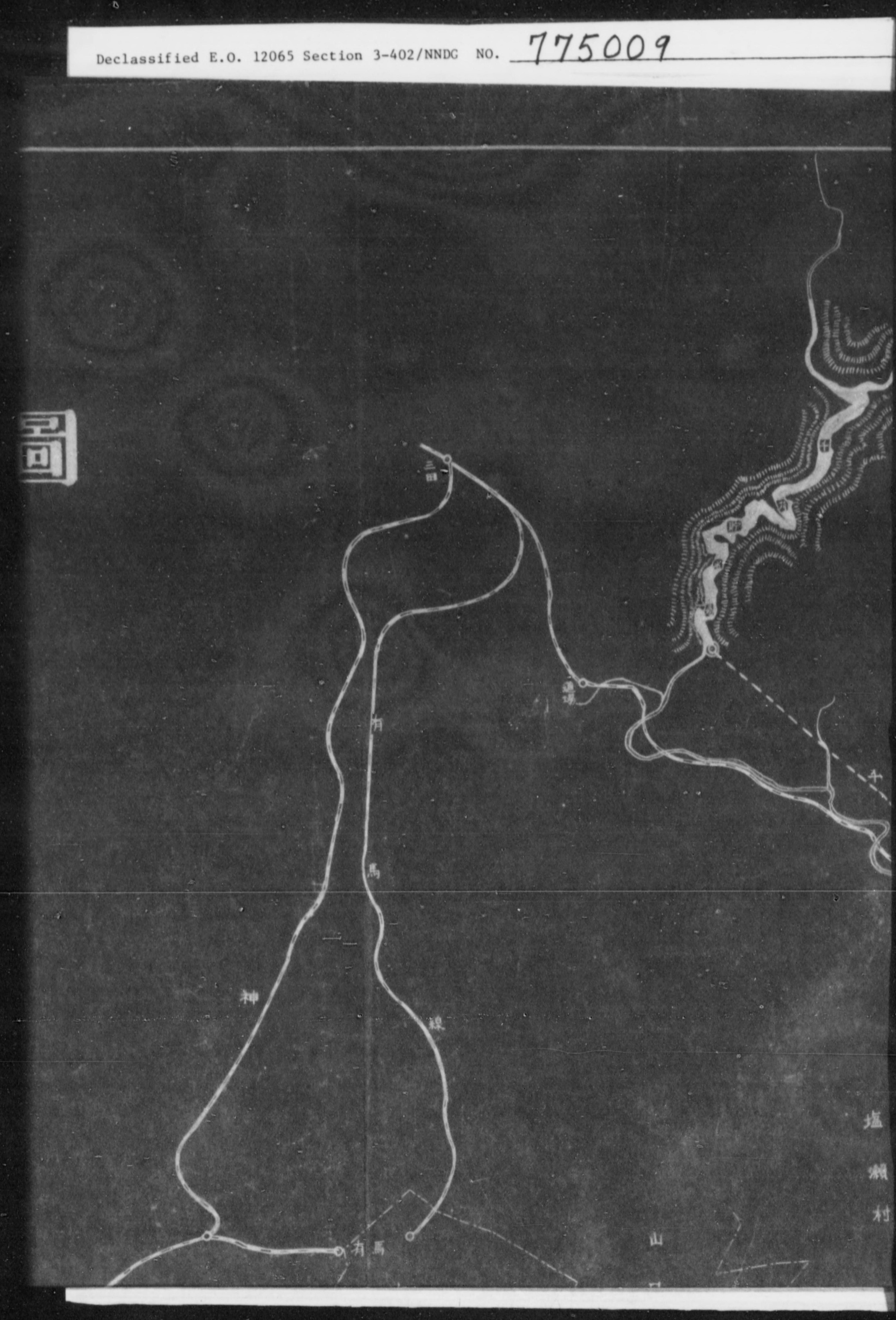
縮尺 五万分之一

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

神水道一般平面圖

五万分之一

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009



Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

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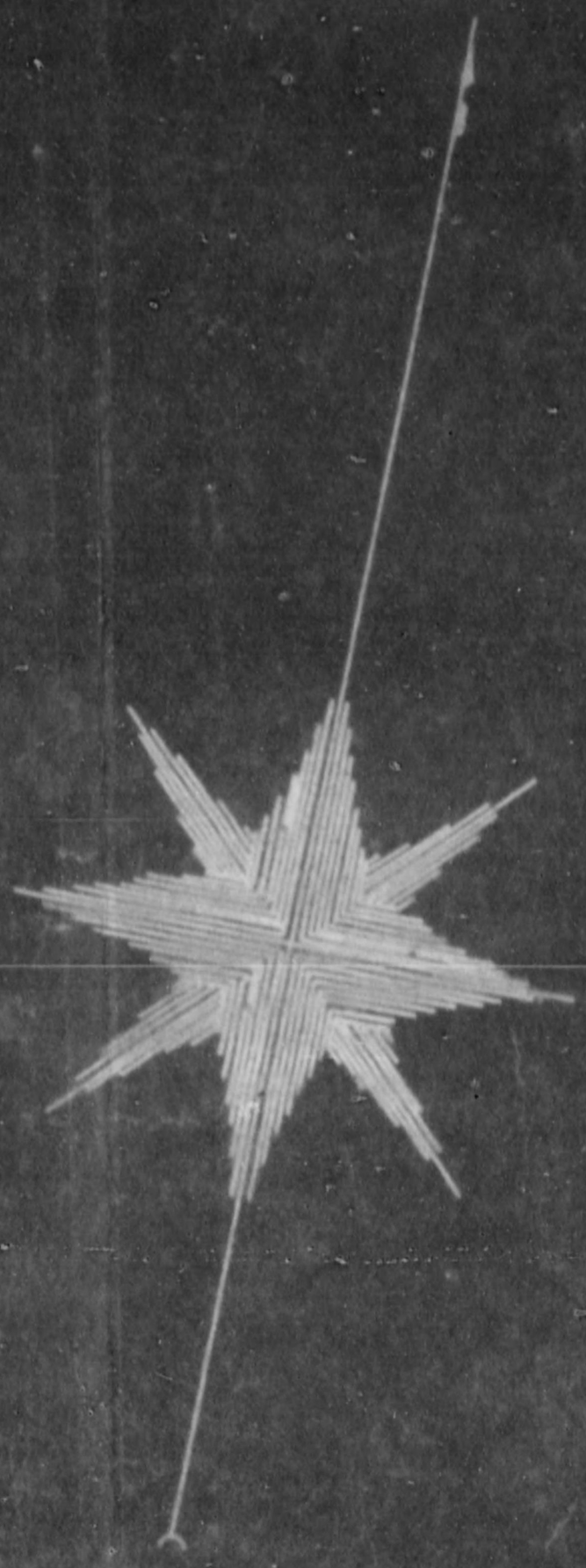

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神水道一般平面図

明石駅

伊川谷村

明石市

神

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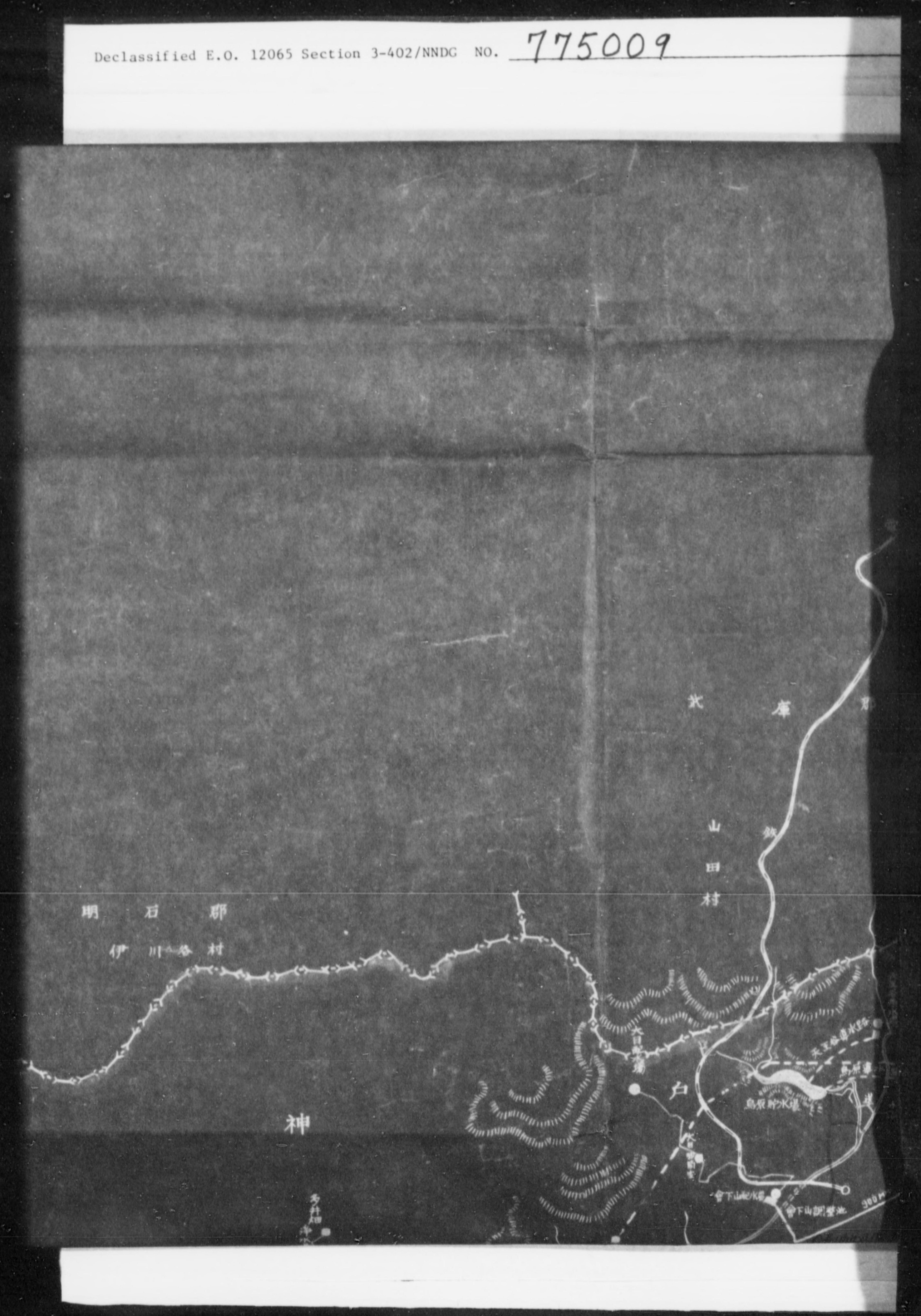

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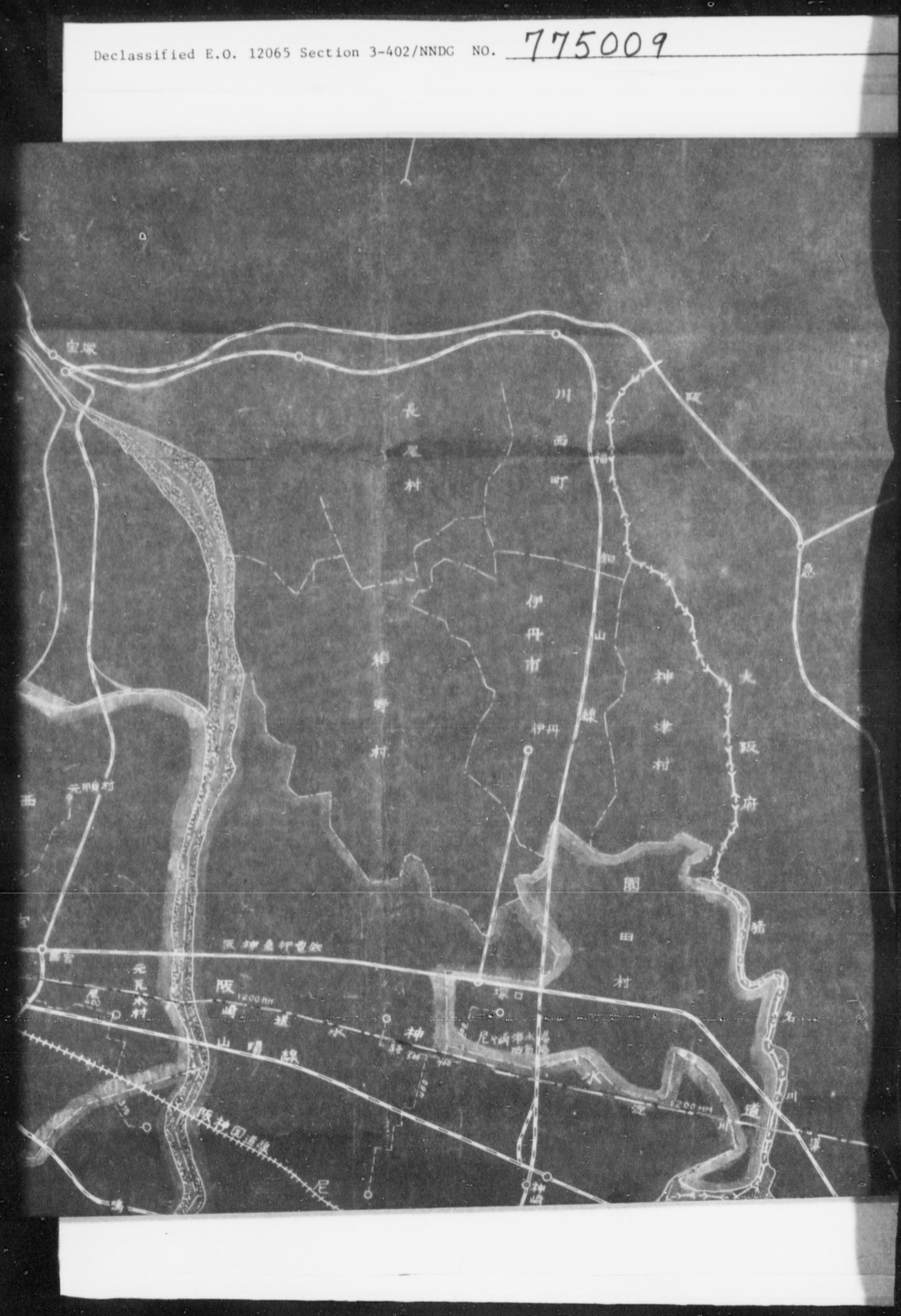

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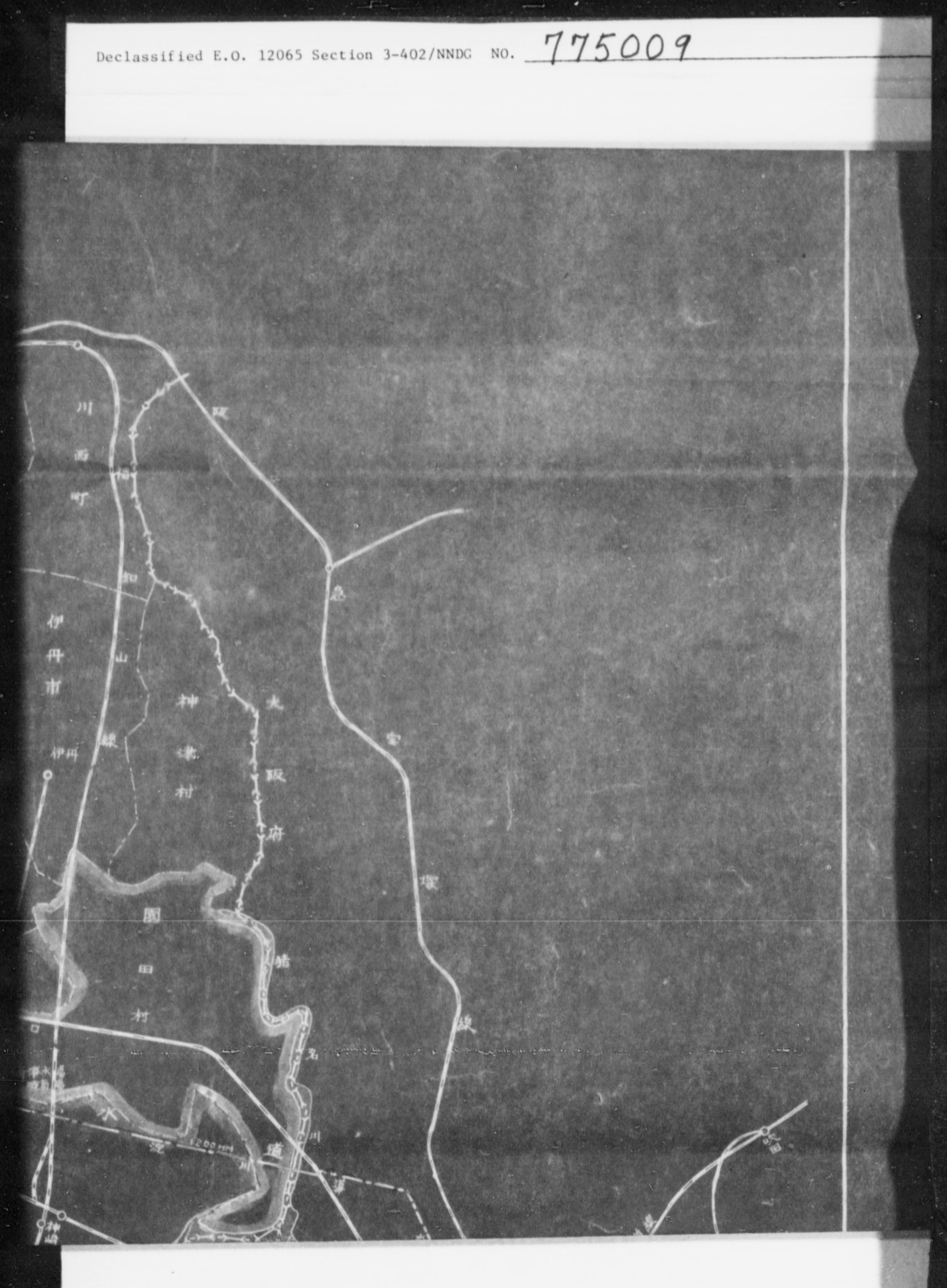

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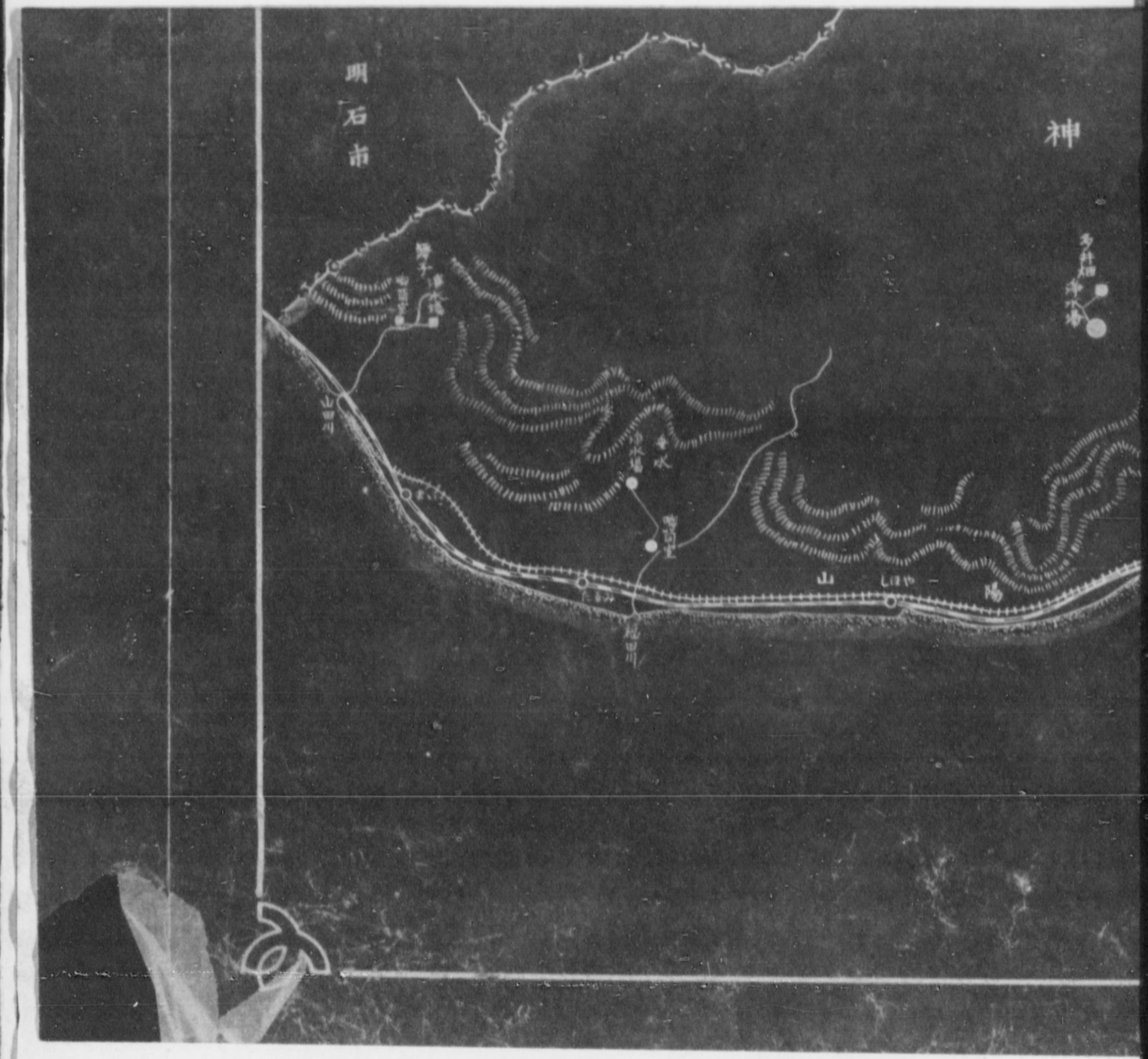

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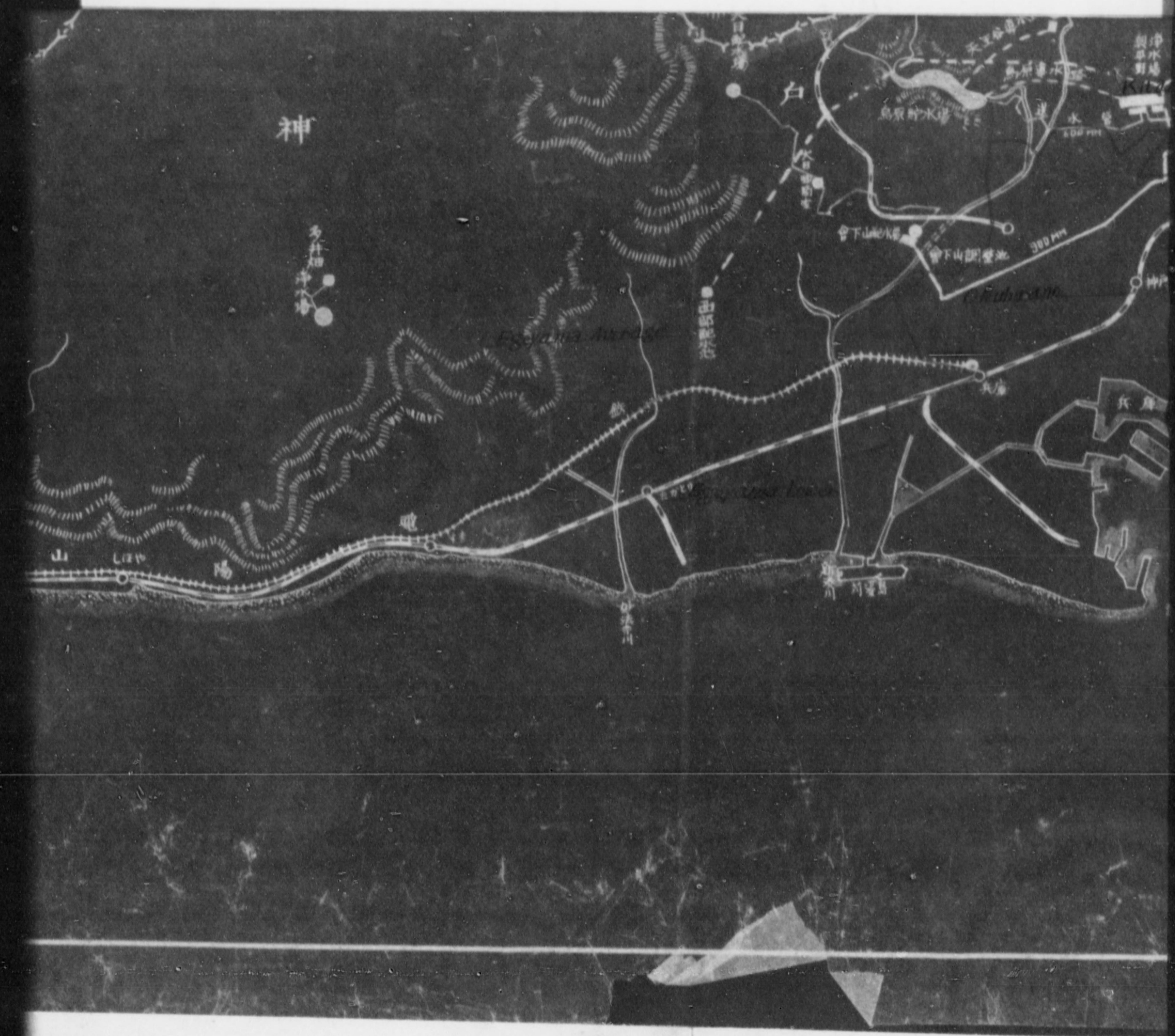

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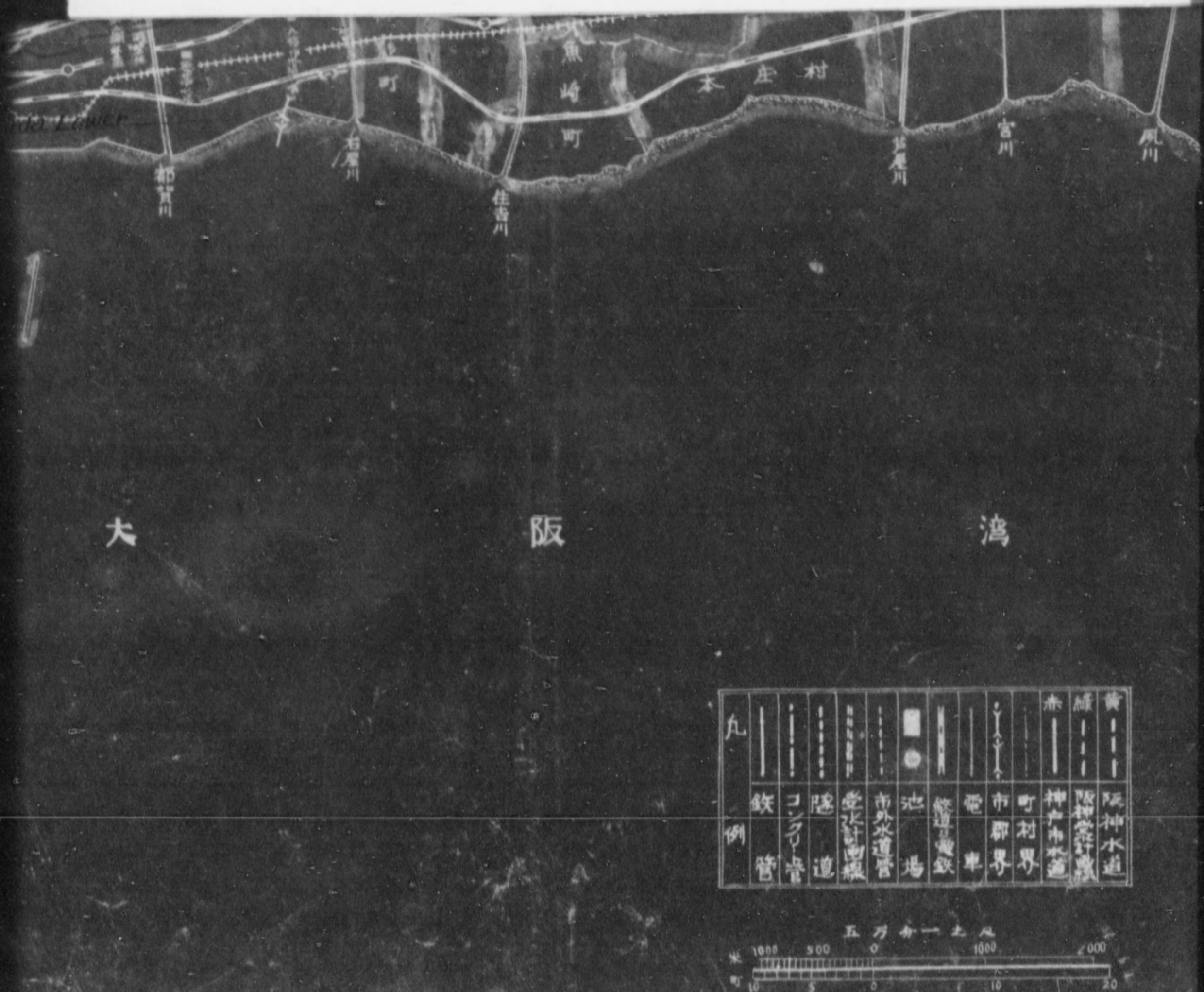

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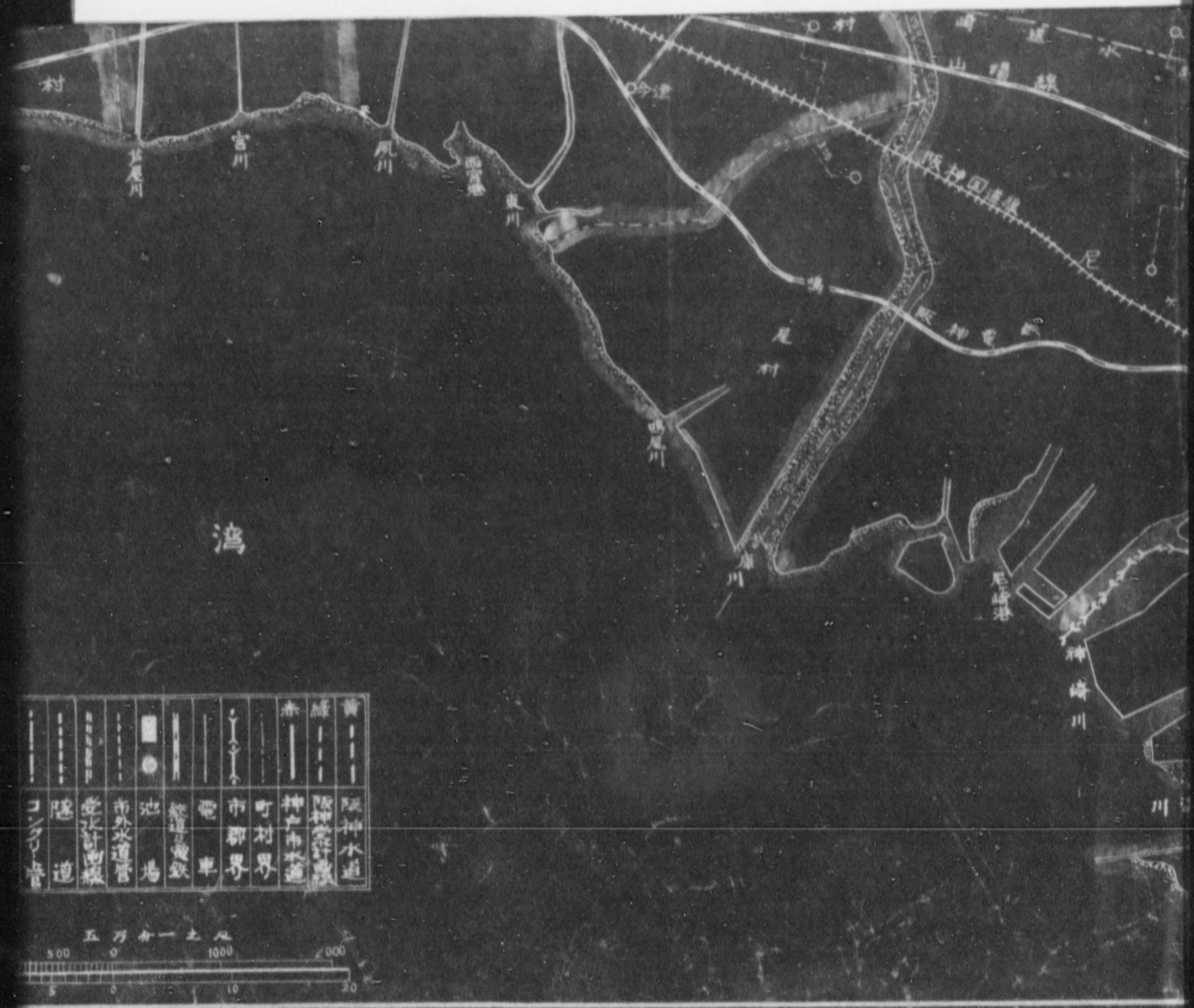

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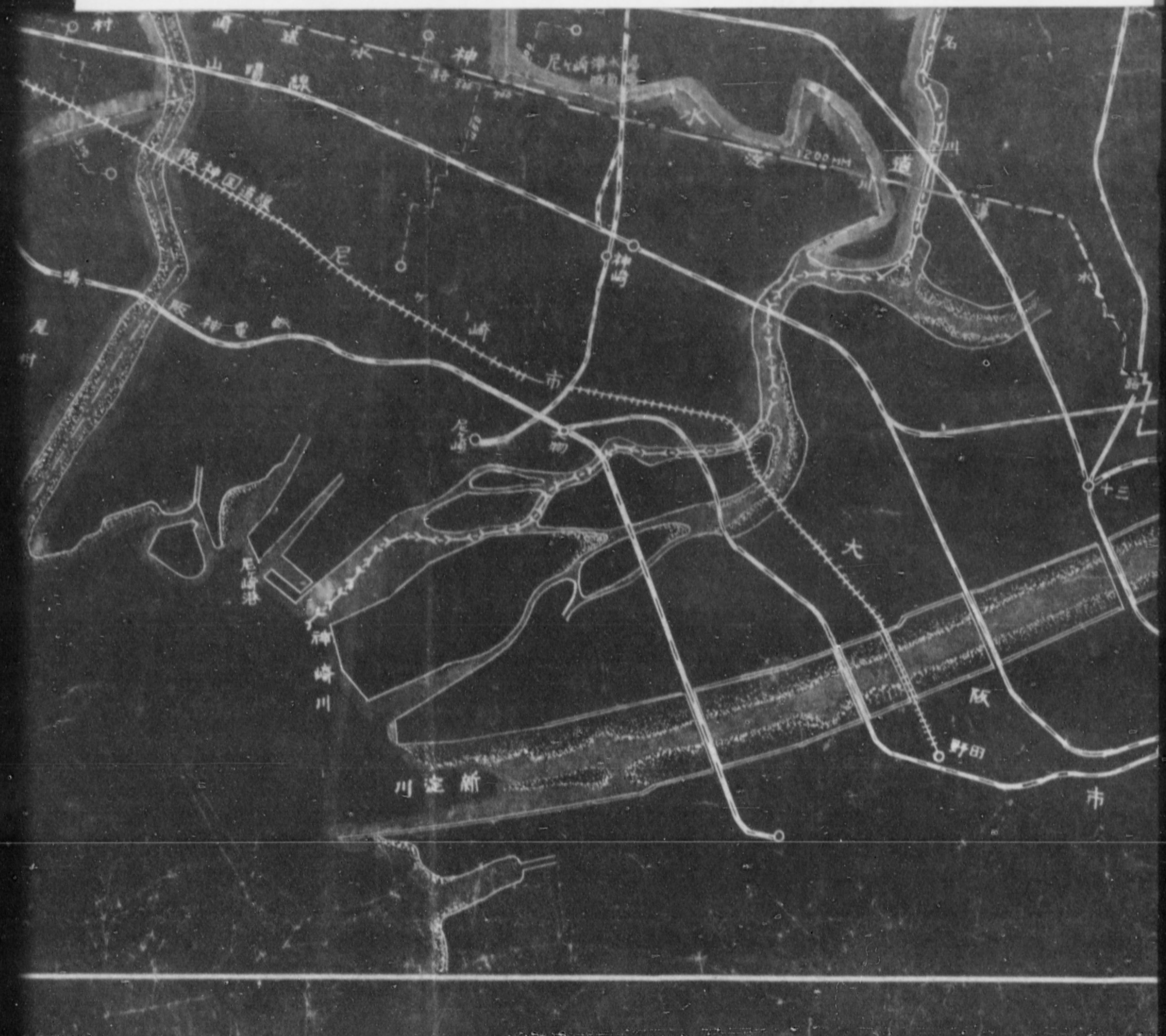

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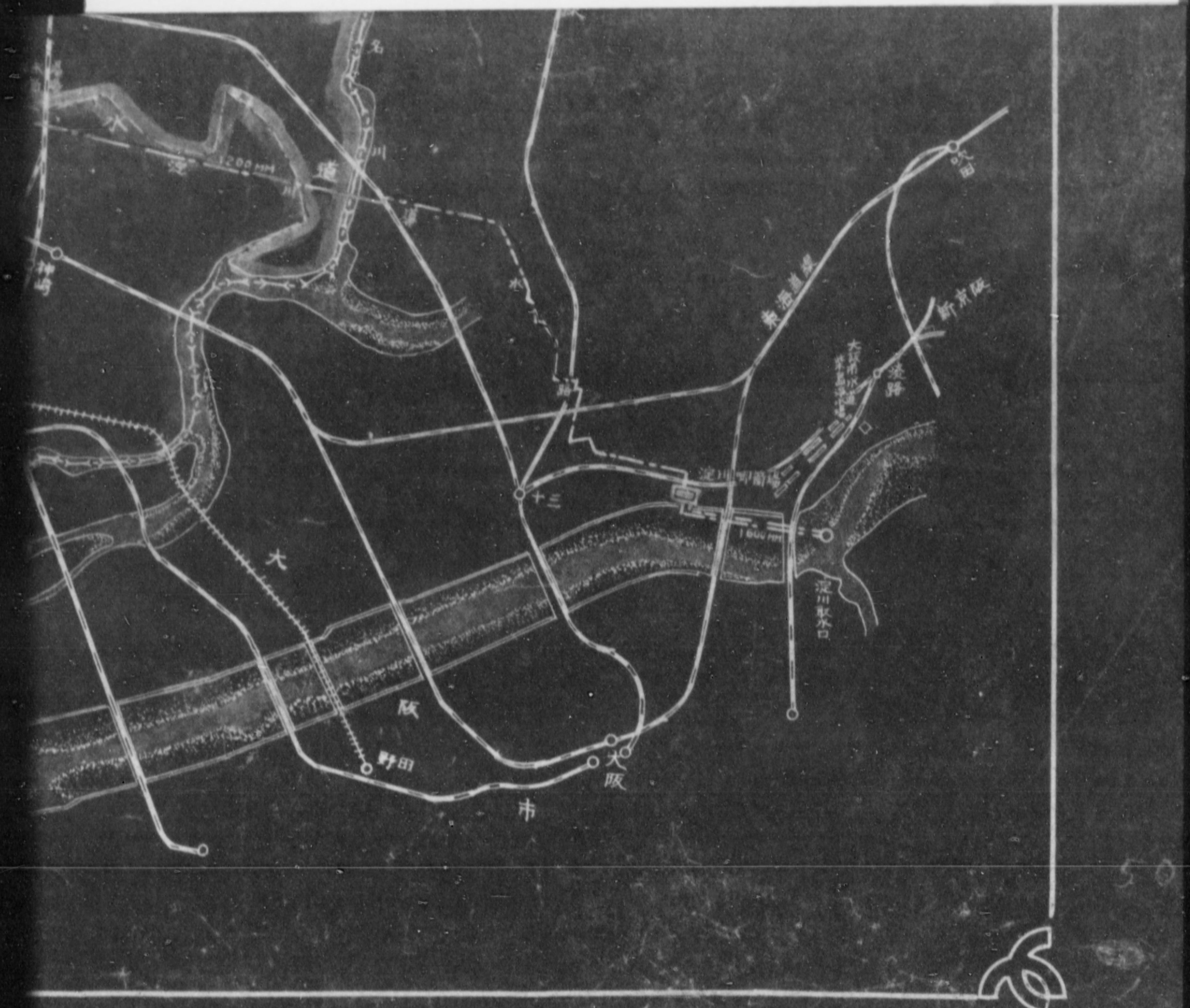

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KOBE CITY HALL

KOBE, JAPAN

Mr. David Telford
G.H.Q. S.C.A.P.

Kobe. April 3 1947

Upkeep Plan of Hydrant in Kobe City

(1) For the upkeep of hydrant, we shall have two teams, inspection team and repair team.

The former will find damage and the latter will soon repair it.

(2) The inspection team will consists of 5 laborers who know well where pipes laid, and each laborer inspects as far as ~~30~~ 4 kilometers a day.

Therefore a day's inspection tour becomes ~~100~~ 20 kilometers and ~~a weeks one becomes~~ it will take 35 days to inspect 700 kilometers; ~~that is the same length~~ that is whole pipe length.

(3) Repair team ~~is~~ will be as follows

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KOBE CITY HALL

KOBE, JAPAN

number of hydrant in kobe city 4,000
supposed one month damage percentage 1%
needed repair number 40
number of one month's employee
{ 30 iron-founders
{ 120 laborers
number of a day's employee
{ 1 iron founder
{ 4 laborer

(4) Needed materials for 3 months long ~~one~~ will be as follows

bicycles (for inspection)	 5	
tire of bicycle	 50	
tube of bicycle	 50	
seat packing	 20	square meter
cloth waste	 20	kilogramme
bolts	 600	ton
hydrants	 100	
iron lids for hydrant	...300	
auto tricycle	 1	
gasoline	 3,600	liter

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KOBE CITY HALL

KOBE. JAPAN

5- Completion of this work will take about a year.

The reason why the repair of hydrants were insufficient

(1) The water work system of Kobe City had received a severe damage at the end of war.

(2). The most important (matter,) for us was to provide water for citizen, and so the repair of iron-pipes was, first of all, set to work.

(3) On the other hand, we had to set to work for the dependent houses, or east and west camps (water works) water works too.

(4) The prevention of leakage was also important for us.

(5) Therefor, to tell the truth, we were short-handed and although we knew the fact, we couldn't set to work for hydrant.

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KOBE CITY HALL

KOBE, JAPAN

Sincerely Yours.

Hashimoto

Chief of Repair Section
Kobe Water Supply Dept.

Translated by Y. Orimo

Manager of Kobe City Hall

Declassified E.O. 12065 Section 3-402/NNDC NO. 775009

日本軍資材

品名	單位	數量	備考
自動車	台	1	~~1ヶ年~~ 巡視用
自動車用タイヤー	對	10	〃 〃
ナコーブ	〃	50	〃 〃
シートパッキング	平米	20	〃
布ヴィス	瓩	20	〃
ボールト	本	600	〃
消火栓	ケ	100	〃
消火栓蓋	〃	800	〃
自動二輪車	台	1	〃 修理用
ガソリン	立	3600	〃 三ヶ月 ~~[illegible]~~ 一ヶ年ニテ完成

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消火栓催持管理計畫書

一 總説

消火栓催持管理に付きましては先ず故障を発見する為に鉄管路線を巡視する線路巡視班と発見せる故障箇所を修理する修理班とに分けます。

二 線路巡視班

線路巡視班は鉄管埋設路線に通過せる水道労務者を之々にあて毎日鉄管路線を巡回せしめ消火栓の不良発見に努めます。班の構成は次の通りにします。

巡視員番号	巡視員商人日	巡視員商人日	巡視員商人日	巡視員商人日	巡視員	備考
1	40 千円	20 100 千円	700 千円	700 千円	3 千円	巡視員

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

| | | |

KOBE HIGASHI STATION

神戸東消防署

LOCATION 配置署所	車輛番號	MAKE 車名	MODEL 年式	HP 機関馬力	PUMP ポンプ種類	GAL.P.M. 放水量	備考
MAIN 本署	4756	FORD フォード	1937	30	ニ段ベーン DOUBLE TURBINE	500 GAL 噸 (重油)	機関破損 ENGINE CRACKED
〃	4757	フォード 〃	1936	30	〃	500	衝突ノ為機関破損 ENGINE BROKEN BY COLLISION
ROKKO S-S 六甲出張所	4758	フォード 〃	1937	30	〃	500	RONNING CONDITION
MAIN 本署	4759	INDIANA インディアナ	1935	27	〃	500	機関部破損ノ為 PARTS TAKEN OFF
〃	4760	DODGE ダッヂ	1938	25.6	〃	450	〃 〃
〃	4761	ダッヂ 〃	1938	25.6	〃	450	衝突ノ為前車軸破損 FRONT AXLE BROKEN
〃	4762	フォード 〃	1934	30	〃	500	機関破損
MAIN 本署	4763	REO レオー	1931	26.5	〃	450	クランクシャフト破損 CRANK-SHAFT BROKEN
ROKKO S-S 六甲出張所	4764	FORD フォード	1938	30	〃	500	RUNNING CONDITION
MAIN 本署	4765	FORD フォード	1937	30	〃	500	〃
	4766	ダッヂ 〃	1938	25.6		450	機関ノ為ニ使用不能 DSN

車輛	番號	年式	機関馬力	ポンプ種類	放水量	備考
MAIN 本署	4704	REO レオー	1929	25.6	ROTARY ロータリー	450	前車軸破損 STEERING WHEEL, CARBURATOR AND [illegible]
〃	4705	NISSAN 日産	1942	25.3	ニ段ベーン ターベン	350	RUNNING CONDITION

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東 署	4763	レオー	1931	26.5	〃	450	[illegible]	SHAFT BROKEN
ROKKO S-S 六甲出張所	4764	FORD フォード	1938	30	〃	500	RUNNING CONDITION	
MAIN 東 署	4765	FORD フォード	1937	30	〃	500	〃	
	4766	ダッチ	1938	25.6		450	[illegible]	
					兵	庫	縣	
MAIN 東 署	4804	REO レオー	1929	25.6	ROTARY ロータリー	450	[illegible]	STEERING WHEELY CAREULA
〃	4805	NISSAN 日産	1942	25.3	二段バランス ターベン	350	RUNNING CONDITION	
〃	4806	NISSAN 日産	1941	25.3	〃	350	〃	
〃	4807	TOYODA トヨダ	1941	26.3	〃	350	〃	

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KOBE NAKA STATION

神戸中消防署

配置署所	車輌番號	車名	年式	機関馬力	ポンプ種類	放水量	備考
HIGASHI-KAWASAKI S-S. 東川崎支張所	4808	NISSAN 日産	1942	HP 25.3	二段ベラシュ D-ブ タービン	350 GAL.	R-C
MAIN 東 署	4809	〃 日産	1942	25.3	〃	350	〃
〃	4810	〃 日産	1942	25.3	〃	350	〃
〃	4811	TOYODA トヨダ	1941	26.3	〃	350	〃
〃	4812	NISSAN 日産	1942	25.3	〃	350	〃
〃	4813	〃 日産	1941	25.3	〃	350	〃
〃	4814	〃 日産	1944	25.3	〃	350	〃
HIGASHI KAWASAKI 東川崎支張所	4815	INDIANA White インデアナ	1937	27	〃	500	〃
〃	4816	NISSAN 日産	1942	25.3	〃	350	~~シンダー分解~~ 機関分解修理 [illegible]
MAIN 東 署	4817	〃 日産	1941	25.3	〃	350	R-C.
HIGASHI KAWASAKI 東川崎支張所	4818	NISSAN 日産	1942	25.3	〃	350	〃
					兵	庫	縣
〃	4819	NISSAN 日産	1941	25.3	〃	350	〃

HAVE TO BE OVER-HAULED

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

KOBE NISHI STATION

神戸西消防署

配置署所	車輛番號	車名	年式	機関馬力	ポンプ種類	放水量	備考
MAIN 本署	4820	NISSAN 日産	1941	HP 25.3	二段D-T. バランスタービン	350 GAL	R-G
〃 仝上	4821	〃 日産	1942	25.3	二段 〃 バランスタービン	350	〃
TARUMI 垂水出張所	4822	〃 日産	1942	25.3	二段 〃 バランスタービン	350	〃
MAIN 本署	4823	TOYODA トヨダ	1941	26.3	二段 〃 バランスタービン	350	〃
〃 仝上	4824	NISSAN 日産	1942	25.3	二段 〃 バランスタービン	350	〃
RIKYUNICHI 離宮道出張所	4825	〃 日産	1942	25.3	二段 〃 バランスタービン	350	〃
OHASHI 大橋出張所	4826	〃 日産	1944	25.3	二段 〃 バランスタービン	350	〃
MAIN 本署	4827	〃 日産	19:1	25.3	二段 〃 バランスタービン	350	〃
〃 仝上	4828	〃 日産	1941	25.3	二段 〃 バランスタービン	350	機関ダブルオーバーホール
〃 仝上	4829	TOYODA トヨダ	1940	26.3	二段 〃 バランスタービン	350	R-C
〃 仝上	4830	NISSAN 日産	1941	25.3	二段 〃 バランスタービン	350	機関ダブルオーバーホール

車番	車名	年式	機関馬力	ポンプ種類	放水量	備考
4831	TOYODA トヨダ	1942	26.3	二段 〃 バランスタービン	350	シリンダー破損 クランクケース破損
〃 仝上	NISSAN 日産	1941	25.3	二段 〃 バランスタービン	350	R-C

ENGINE HAS TO BE OVER-HAULED

〃

CYLINDER BROKEN

Declassified E.O. 12065 Section 3-402/NNDC NO. 775009

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

大綱出水川	4826	日産	1944	25.3	バランスタビン	350	〃	
本着 MAIN	4827	〃 日産	1941	25.3	二段 〃 バランスタビン	350	〃	
〃 合上	4828	〃 日産	1941	25.3	二段 〃 バランスタビン	350	機関クラッチオーバーホール	ENGINE HAS TO BE OVER-HAULED
〃 合上	4829	TOYODA トヨダ	1940	26.3	二段 〃 バランスタビン	350	R-C	
〃 合上	4830	NISSAN 日産	1941	25.3	二段 〃 バランスタビン	350	機関クラッチオーバーホール	〃
					兵	庫	縣	
〃 合上	4831	TOYODA トヨダ	1942	26.3	二段 〃 バランスタビン	350	シリンダー破損 クムシャフト折損	CYLINDER BROKEN
〃 合上	4832	NISSAN 日産	1941	25.3	二段 〃 バランスタビン	350	R-C	
〃 合上	4833	〃 日産	1941	25.3	二段 〃 バランスタビン	350	機関クラッチオーバーホール	ENGINE OVER-HAULED
〃 合上	4834	〃 日産	1941	25.3	二段 〃 バランスタビン	350	合上	〃
〃 合上	4836	TOYODA トヨダ	1939	26.3	二段 〃 バランスタビン	350	R-C	
〃 合上	4837	NISSAN 日産	1942	25.3	二段 〃 バランスタビン	350	機関オーバーホール	〃
〃 合上	4838	〃 日産	1941	25.3	二段 〃 バランスタビン	350	R-C	

*Indicates Dead End Hydrant. Page No. 1

TOKYO WATER FLOW TESTS

Date 4/1/47

Time 10.20

Ward HIGASHI - NADA WARD

Neighborhood RESIDENTIAL

Elevation 50 feet

Water Source Nada Pumping Station

Size Main 4 in

Hydrant No. 12	1	2	3	4	
Static pressure	0				
Residual pressure					

Hydrant No.____

Tip		
Tip		
Tip		

Hydrant No.____	1	2	3	4	
Static pressure	0				
Residual pressure					

Distance between hydrants

Declassified E.O. 12065 Section 3-402/NNDC NO. 77509

Residual pressure					

Hydrant No.____

Tip		
Tip		
Tip		

Hydrant No.____	1	2	3	4	
Static pressure	0				
Residual pressure					

Distance between hydrants

GPM

Fire flow at 10 lbs.

District's required need

Remarks: There was no water at this hydrant or in the whole section as the domestic supply is cut off from 9 am to 11 and 2 pm to 4 pm. due to scarcity of water.

Nada ward is divided into 3 levels. When water is low. each level is shut down for 2 hr periods on different days to conserve water. In event of fire Main Station notifies pumping station to supply water.

Declassified E.O. 12065 Section 3-402/NNDC No. 775009

*Indicates Dead End Hydrant.

Page No. 2

TOKYO WATER FLOW TESTS

Date 4/1/47

Time 10 30

Ward HIGASHI - NADA WARD

Neighborhood Residential

Elevation 10 feet

Water Source Nada Pump Station

Size Main 8 inch

Hydrant No. 30	1	2	3	4	
Static pressure	30				
Residual pressure	30				

Hydrant No.____

Tip	30	
Tip		
Tip		

Hydrant No. 31	1	2	3	4	
Static pressure	30				
Residual pressure	30				

Distance between hydrants

Declassified E.O. 12065 Section 3-402/NNDG No. 775009

Static pressure	30				
Residual pressure	30				

Hydrant No.____

Tip	30	
Tip		
Tip		

Hydrant No. 31	1	2	3	4	
Static pressure	30				
Residual pressure	30				

Distance between hydrants 200 meters

GPM

Fire flow at 10 lbs.

District's required need

Remarks:. 2 hydants on loop. No drop in pressure when either hydrant was opened.

Declassified E.O. 12065 Section 3-402/NNDC NO. 775009

*Indicates Dead End Hydrant.

TOKYO WATER FLOW TESTS

Date 4/1/47

Time 1105

Ward Nada

Neighborhood Bombed out Industrial & Residential

Elevation 20

Water Source Nada Pump Station

Size Main 4 inch

Hydrant No. 39	1	2	3	4	
Static pressure	20				
Residual pressure	12				

Hydrant No. 40 13 lbs.

Tip	Open butt	
Tip		
Tip		

Hydrant No. 34	1	2	3	4	
Static pressure	14				
Residual pressure	10				

Distance between hydrants

Declassified E.O. 12065 Section 3-402/NNDC NO. 775009

Static pressure	20				
Residual pressure	12				

Hydrant No. 40 13 lbs.

Tip	Open butt				
Tip					
Tip					

Hydrant No. 34	1	2	3	4	
Static pressure	14				
Residual pressure	10				

Distance between hydrants 34 to 40 about 100 meters. 150 meters to 39

GPM

Fire flow at 10 lbs.

District's required need

Remarks: Irregular terrain. varies about 10 ft down to hydrant #39.

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*Indicates Dead End Hydrant. Page No. 4

TOKYO WATER FLOW TESTS

Date 4/1/47

Time

Ward IKUTA WARD

Neighborhood Residential & Commercial

Elevation 30 feet

Water Source KITANO Pump STATION

Size Main 4 inch

Hydrant No. 26	1	2	3	4	
Static pressure	10				
Residual pressure					

Hydrant No.____

Tip		
Tip		
Tip		

Hydrant No.____	1	2	3	4	
Static pressure					
Residual pressure					

Distance between hydrants

Declassified E.O. 12065 Section 3-402/NNDC No. 775006

Residual pressure					

Hydrant No.____

Tip		
Tip		
Tip		

Hydrant No.____	1	2	3	4	
Static pressure					
Residual pressure					

Distance between hydrants

GPM

Fire flow at 10 lbs.

District's required need

Remarks: Single dead end hydrant. No other hydrant on this line

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

*Indicates Dead End Hydrant.

TOKYO WATER FLOW TESTS

Date 4/1/47

Time 12 50 P

Ward 1 KUTA

Neighborhood Bombedout Commercial & Residential

Elevation 50 feet.

Water Source HIRANO Pumping Station

Size Main 4 inch

Hydrant No. 27	1	2	3	4	
Static pressure	45	open 45 butt			
Residual pressure	39				

Hydrant No. ____

Tip		
Tip		
Tip		

Hydrant No. 25	1	2	3	4	
Static pressure	open 30 butt	30			
Residual pressure		20			

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Static pressure	45	open 45			
Residual pressure	39	butt			

Hydrant No.____

Tip					
Tip					
Tip					

Hydrant No. 25	1	2	3	4	
Static pressure	open 30	30			
Residual pressure	butt	20			

Distance between hydrants 100 meters

GPM

Fire flow at 10 lbs.

District's required need

Remarks: High level terrain. Dead end due to line being shut, because of a broken main.

Declassified E.O. 12065 Section 3-402/NNDC NO. 775009

*Indicates Dead End Hydrant.

TOKYO WATER FLOW TESTS

Date 4/1/41

Time 2 30

Ward Hyogo. Ward.

Neighborhood Residential

Elevation 70 feet

Water Source Hirano Pump Station

Size Main 4 inch.

Hydrant No. 1	1	2	3	4	
Static pressure	50				
Residual pressure	35				

Hydrant No. ____

Tip		
Tip Open butt		Either hydrant opened
Tip		

Hydrant No. 3	1	2	3	4	
Static pressure	55				
Residual pressure	50				

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Static pressure	50				
Residual pressure	35				

Hydrant No.____

Tip		
Tip Open butt		Either hydrant opened
Tip		

Hydrant No. 3	1	2	3	4	
Static pressure	55				
Residual pressure	50				

Distance between hydrants

GPM

Fire flow at 10 lbs.

District's required need

Remarks: Dead end hydrant #1. Other hydrant #. High terrain, level.

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*Indicates Dead End Hydrant. Page No. 3

TOKYO WATER FLOW TESTS

Date 4/1/47

Time 300 pm

Ward IKUTA

Neighborhood SHIPYARD

Elevation 10 feet

Water Source HIRANO

Size Main 4 inches

Hydrant No. 17	1	2	3	4	
Static pressure	8				
Residual pressure	3				

Hydrant No.____

Tip		
Tip Open butt		either hydrant open.
Tip		

Hydrant No.____	1	2	3	4	
Static pressure	9				
Residual pressure	5				

Distance between hydrants

Declassified E.O. 12065 Section 3-402/NNDC No. 775009

Static pressure	8				
Residual pressure	3				

Hydrant No.____

Tip		
Tip Open butt		either hydrant open.
Tip		

Hydrant No.____	1	2	3	4	
Static pressure	9				
Residual pressure	5				

Distance between hydrants

GPM

Fire flow at 10 lbs.

District's required need

Remarks: Level terrain.

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*Indicates Dead End Hydrant.

TOKYO WATER FLOW TESTS

Date 4/1/47

Time 4:00 pm

Ward Nagata

Neighborhood Residential - Large school

Elevation 60 70

Water Source Hirano

Size Main 4 inches

Hydrant No. 38	1	2	3	4	
Static pressure	2640				
Residual pressure	15				

Hydrant No. 39

~~Tip~~ STATIC pres.	21	
Tip (Pen butt.		
Tip		

Hydrant No. 40	1	2	3	4	
Static pressure	5				
Residual pressure	0				

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Hydrant No. 36	1	2	3	4	
Static pressure	26~~40~~				
Residual pressure	15				

Hydrant No. 39		
~~Tip~~ STATIC pres.	21	
Tip (Pen butt	.	
Tip		

Hydrant No. 40	1	2	3	4	
Static pressure	5				
Residual pressure	0				

Distance between hydrants

GPM

Fire flow at 10 lbs.

District's required need

Remarks: Gradual upgrade to about 80 ft from #38 to 40, which is a dead end.

Declassified E.O. 12065 Section 3-402/NNDC NO. 775009

*Indicates Dead End Hydrant.

TOKYO WATER FLOW TESTS

Date 4/1/47

Time 430

Ward Nagata

Neighborhood Residential & Commercial

Elevation 15 feet

Water Source Hirano

Size Main 4 inch

Hydrant No. 20	1	2	3	4	
Static pressure	5	Open but			
Residual pressure	2				

Hydrant No. ___

Tip		
Tip		
Tip		

Hydrant No. 18	1	2	3	4	
Static pressure	3				
Residual pressure	1				

Distance between hydrants

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Residual pressure	2	[illegible]			

Hydrant No. [illegible]

Tip	5				
Tip	1				
Tip					

Hydrant No. 18	1	2	3	4	
Static pressure	3				
Residual pressure	1				

Distance between hydrants 100 meter

GPM

Fire flow at 10 lbs.

District's required need

Remarks: Level ground. Note: this test was at time when use was large.

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FIRE FIGHTERS PERSONNEL

現在員調査

			ASST. INS. 消防士補	ASST. ENG. 機関士補	SERGEANT 曹長	FIREMEN 消防士	TOTAL 計
1 INSPECTOR (CHIEF)	KOBE HIGASHI	本署 MAIN	4 四	1 一	9 九	24 二 四	38 三 八
1 ENGINEER INSPECTOR (ASSISTANT CHIEF)	神戸東消防署 MAIN STATION	六甲出張所 ROKKO SUB-S.	-	-	4 四	7 七	11 一 一
		計 TOTAL	4 四	1 一	13 一 三	31 三 一	49 四 九
1 SUPERINT. (CHIEF)	KOBE NAKA STATION	本署 MAIN	4 四	1 一	13 一 三	34 三 四	52 五 二
1 INSPECTOR (ASST.)	神戸中消防署	東川崎出張所 SUB-ST.	-	-	2 二	6 六	8 八
		計 TOTAL	4 四	6 一	15 一 五	40 四 〇	60 六 〇
1 SUPERINT. (CHIEF)		本署 MAIN	3 三	2 二	10 一 〇	31 三 一	46 四 六
1 INSPECTOR (ASST.)	KOBE NISHI STATION	大橋出張所 OHASHI S-S.	-	-	2 二	14 一 四	16 一 六
	神戸西消防署	鷹取道 RIKYUMICHI S.S.	-	-	2 二	2 二	4 四
		垂水 TARUMI S-S.	-	-	2 二	8 八	10 一 〇
		計 TOTAL	3 三	2 二	16 一 六	55 五 五	76 七 六
			11	4	41	126	192

6

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

OUTLINE OF THE

REHABILITATION CITY PLANNING

KOBE CITY

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

1. Introduction

During the last Great War, Allied Forces' air raid destroyed nearly all the municipal center of approximately 5,900,000 tsubo (19,690,000 square meters) 57 percent of about 10,600,000 tsubo (32,400,000 square meters) of the whole Kobe municipal areas, on account of which about 470,000 citizens were forced ~~of~~ their workshops and residences.

The port of City of Kobe, once priding itself on its prosperity, suddenly passed out of sight, with its scorched remains left, only to ~~obtain~~ bezten into a mind the wretchedness of the war.

The war, however, has come to an end. It goes without saying that the restoration of Kobe is the most imperative question as the entrance to a new-built Japan. Only, there ~~must~~ never be reappearance of an uncontrolled giant-metropolis, left to take its natural cources of development as in the past. The most scrupurous and prudent programs should be planned for bringing into full play the natural end and geographical superiorities of the city.

On November 1st last year, the Kobe Municipal Rehabilitation Committee was organized in order to make plans for the construction of

the restoration of Kobe is the most imperative question as the entrance to a new-built Japan. Only, there must never be reappearance of an uncontrolled giant-metropolis, left to take its natural cources of development as in the past. The most scrupurous and prudent programs should be planned for bringing into full play the natural end and geographical superiorities of the city.

On November 1st last year, the Kobe Municipal Rehabilitation Committee was organized in order to make plans for the construction of

(a) A city which has sufficient efficiency of production.

(b) A city fit for the creation of culture.

(c) A Health-giving city blessed with the sun and greeness.

(d) A city perfectly equipped against fires and disasters.

The Rehabilitation Committee, composed of learned and experienced members widely singled out of the officials', scholars' and political circles as well as the people at large, has made the following fundamental rehabilitation plans, having brought into the most cautious study and investigation on the basic problems such as character and scale of the city of Kobe as well as those of traffic, streets, green plots, harbor, education, culture and allotment of land for various purposes.

2. The character and Scale of the City of Kobe.

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Judging from the natural, geographical and historical conditions of the city of Kobe, it is eminently desirable that it may develop into an international and maritime traffic Port City, as well as a commercial, and industrial, sight-seeing and cultural city. It is not appropriate to build a city supporting as many as one million people as in the prewar days on the present areas. The present city area is not wide enough to support more than 700,000 people. Annexing some northern, eastern and western cities, towns and villages to the City in the future, and considering the City's business organization, distribution of food, and actual state of traffic and residence, every endeavour should be made to construct a typical modern city performing its function 100 percent as a great international port city emraceing an appropriately distributed population within its areas.

To begin with, however, the existing problems to be solved are the adjustment and restoration of the war-destroyed areas.

3 STREETS PLANS.

The streets of Kobe City had not sufficient for travellers' passages as well as for citizens' busy traffic. Plans have been made for the [illegible] of the future streets wide enough to meet the development of car-

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3 STREETS PLANS.

The streets of Kobe City had not sufficient for travellers' passages as well as for citizens' busy traffic. Plans have been made for the meshes of the future streets wide enough to meet the development of car-traffic, carefully considering accidents prevention, public health and beauties.

We shall have 98 principal streets, 15 or 80 meters wide, the extension of which will aggregate about 217,000 meters. From the geographical standpoint of Kobe City, three principal roads, 50 or 36 meters wide, shall be constructed along the seashore and the foot of the hills, and through the middle of the city so that the east and west may be connected. The streets from the north to the south shall chiefly be for local traffic; some of them shall run through pretty wide intervals of green belts along courses of rivers at a right angle to main direction of wind in order to prevent fires effectively.

Kobe Station Area, the important section of the Kobe Municipal administration, and Sannomiya and Motomachi districts, the City's financial and industrial sections shall be directly connected with the center by some oblique streets.

Minor streets, 6 or 11 meters wide, shall be set up in compliance with

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the land utilization programs in the land adjustment plans.

The streets which occupied about 15 percent of the city area, in prewar days, shall be enlarged to about 26 percent according to the above-mentioned plans which will achieve outstanding effects most certainly when once they are realized.

4, Park and Green-belt Planning

In the City of Kobe, the beautiful Rokko Hill Range, closing in upon the back of the city, is itself a natural park; and Kobe takes shape in narrowness and a slope. For these views in urban districts we avoided to lay out articulated parks as much as possible and stressed playing grounds aiming at citizens' health. But at the foot of the hill as well as at seashore we fixed several parks which mainly command good views.

This is we projected to set view-parks instead of gorgeous villas on the hill side where some particular citizens had occupied; and place the seashore parks, where white shores and green pines had been all the time set apart from citizens by a concrete edge.

Secondly, all of the streams running through the city which start

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Secondly, all of the streams running through the city which start among weathered granites in the Rokko Hill Range and overflown at the down-pour seasons almost in every several years, causing tremendous damages. Freeing citizens from these water damages we planned to build major beds for the time of flood with raising efficiency of retarding forests thereof, together with repairing works of streams within the city and sand-guard works at the back of it, and we planned also to lay out green-belts of 100 meters wide.

In addition to these, the school grounds are so narrow that students there are compelled to play on the roads. For the safety of these students small parks of approximately 1-3 hectares were planned to be set in the neighborhood of each primary school. At the time of their realization thety will surely influence the health of students to the great degrees.

In the aggregate, the area of parks and green-belts cover about 3,300,000 square meters and occupy 10% of the entire city area.

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5. Specified Centers Planning

In rehabilitating the city, the new districts were set for the development of health, public peace and convenience of citizens as well as general wilfare. These together with the effectiveness of "the Regulation of street architecture" which soon inaugulate, will bring about the utilization of the lands to the highest degree as well as its ordinary development.

As the City of Kobe takes shape in strange aspects, forming a fan in centering harbor, it was divided into industrial, business, residential, harbor and public office centers without losing its characteristics.
The indistrial center was planned, taking the existing factories' disposition as well as the relations with port, canals, railroad and streets into consideration, to be fixed on the south of the Elevated Line starting from Fukiai to Nada in the east; and also on the southern area of Nada Elevated Line covering the area from Wadamisaki to Higashi-Kawasaki, in the west.

The business centers were planned centering Sannomiya for special district composed of mainly the business houses of foreign trade, sea-transportation, financial circles, anticipating their hopeful future advance as a trade port.

For the simplified business centers, Motomachi-Minatogawa Shinkaichi, were fixed with a city scale. And for the citizens' convenience and relief of traffic channel as well as of its narrow and long topographical

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For the ~~xxxxxxxxxx~~ simplified business centers, Motomachi-Minatogawa Shinkaichi, were fixed with a city scale. And for the citizens' convenience and relief of traffic channel as well as of its narrow and long topographical characteristics the centers of shops and recreation purposes were set scatteredly along the places of Naka-suido-dori, Kasuganomichi and Nada-Nishi-Shinkaichi.

At the residential centers, and at the foot of the hills of Rokko, Yamate, ans Suma, the ordinary residential districts were set with ample clearings for raising utilization efficiency of the level opening grounds, taking more collective residences composed of high apartments approaching the city center into cosideration.

In In detailed projects of residential centers, most healthy and attractive residential type safe and effective road, one well-equipped primary school with its ground and various communitive facilities which are necessary for daily living, and besides, a land composed of about 30 hecares or so embracing, 10,000 inhabitants therein with the convenient retail shops ought to be laid out adjacent to residential centers.

As special centers, the public house centers were fixed in the city administration districts centering Okurayama for the citizens' convenience and the centers of each ward were set there. The harbor center as its nature was laid out in the districts mainly composed of warehouses on the shore.

The area of abovementioned disposition are as follows.

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CITY AREAS

SECTION	CLASSIFICATION	AREA (1,000 sq.m.)	PERCENTAGE		REMARKS
Industrial Sections	Parts to be used exclusively for industry	2,553	7.8	16.4	
	Parts to be used for other purposes	2,810	8.6		
Commercial Sections	Parts to be used exclusively for commerce	740	2.4	8.5	
	Parts to be used for another purposes	1970	6.1		
Residential Sections	Parts of dense population	6,228	19.4	58.8	
	Parts to be used exclusively for residence	12,800	39.4		
Green Garden Sections		3,048	9.3	9.3	Except for small parks
Special Sections	Public Office Center	625	2.0	7.0	
	Harbor area	1,622	5.0		
Whole city area		32,400	100.0	100.0	

Green Garden Sections		3,048	9.3	9.3	Except for small parks
Special Sections	Public Office Center	625	2.0	7.0	
	Harbor area	1,622	5.0		
Whole city area		32,400	100.0	100.0	

The largest population to be supported in the above mentioned whole city is about 700,000, therefore, the rest, about 300,000 people have to go to their offices by well-equipped traffic facilities from their residences in the suburbs around the city.

6. TRAFFIC

We planned a readjustment of the traffic in the city by organic connection with Hankyu, Hanshin, Shinyu, and Sanyo suburban electric railways, Govt Railway and City run cars (Street Car), that is, a high-speed-sub-electric-railways will be established under the main street piercing through from east to west in the city and also planned so as to connect the City Center with residential Center in the suburbs in the western, and eastern part of the City.

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7. EDUCATION & CULTURE

By land utilization plan, Primary Schools, Middle Schools and etc. under the bad condition up to now will be arranged to take fit places in thinking of population, area and chiefly childrens' health and sanitation.

Concerning the establishment of Higher Education, two districts will be designated in western and eastern parts of the City--the foot of Mt. Rokko and Bluff bound of Tarumi. We intended to gather Schools, Laboratories, Musiums, Libraries there together and make there ideal surroundings.

Cultural establishments--Museum (planned to be located in the Ikuta Park), Art Gallery (in the Sorakuen Garden), Citizens' Library (in the Nankoen Garden), Zoological Garden (at the foot of Mountain centering Sowayama Hill), Aquarium (at Umihama Beach Park), Music Hall and Opera House (at Ujinoyama Park), Large-Scale Stadium and Botanical Gardens and etc., will assume beautiful aspects and henceforce, make citizen get their cultivation and cultural life and creating power.

On the one hand, we planned to give free play to the part as a sightseeing city by which the City of Kobe shows its own features, taking the sufficient consideration for the scale and style of building and other equipment.

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On the one hand, we planned to give free play to the part as a sightseeing city by which the City of Kobe shows its own features, taking the sufficient consideration for the scale and style of building and other equipment.
And the other hand, we considered to find out a way of the preservation and display of historical resources to fix a modern establishments completely; for example, international halls and hotels for home and foreign tourists. And moreover it is important and proper to think of inducement of home and foreign tourists and summer visitors to the coast line districts, that is, Suma, Maiko, Akashi and Awajishima Island, noted for their beautiful beaches with silverly sands and green pines, and also to indute them to Arima and Takarazuka, surrounded by the Rokko Mountain Range, and noted for hot spring and opera and so forth, all of which possess a mild climate, and comparatively convenient in the traffic point of view.

8. OTHERS

A harbor question is of the most vital importance to Kobe City. Thinking of special advantages of natural and geographical condition and reopening of foreign trade in near future, Kobe City is now taking up the problems of enlargement of its harbor area in the Rehabilitation conference.

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New establishment of anchorages, mooring places, lumber storages, goods depositories, fishing ports, canals and so forth, are now under its deliberations. Development of mountain districts, sand guard, water and sewerage works and scale and style of the other various structures are also under deliberation in the Specialist Conference respectively.

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(9) Land adjustment

To carry out the abovementioned various plans, we must continue the works for a long time eliminating all dificulties and bearing all pains at the present time after the surrender.

It necessitates an unattractive and plain foundation work to construct a fine building. Land adjustment works can be regarded as foundation works for enforcing the rehabilitation projects of war-damaged areas.

For example, in case of road construction, road plot, lease thereon, rights of business and of residence were bought from the owners by mutual consent or compulsorily and all structures thereon were removed.

Therefore, out of the total cost of road construction, 60 or 70 percent was for compensations for land plots, buying structures, and other compensations, and the rest was the cost of road construction and other expenses.

That is to say, the land adjustment can bring forth land plots needed for carrying out the projects for establishing parks and other public facilities as well as roads, and by the additional block adjustment, guarantees the economical completion of rehabilitation works, promises the development of cities, and are also necessary for promoting welfare of not only citizens at large but also of land owners and all concerned.

If these land adjustment works can not be carried out, the very rehabilitation plans will result in failure.

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If these land adjustment works can not be carried out, the very rehabilitation plans will result in failure.

It goes without saying that the land adjustment works are very difficult to enforce, but if the land owners offer a part of their land with or without compensation, the rehabilitation works will be done easily and rapidly, and the utilization of city streets will be able to be remarkably increased.

From this point, the special city-planning law was approved at the Diet session this time. Hereafter, the land adjustment works will be put in practice in accordance with this law.

In the past, the land adjustment works were carried out in our country, chiefly with the object of formation of garden-suburbs, estsblishment of newly-rising cities and reorganization of the existing cities, and partly with the object of prevention of fire and restoration of earthquake-stricken areas.

The land adjustment works for the restoration from war-damages which are about to be carried out this time under the authority of the mayor, local administrative organ, are remarkably superior without comparision to the former ones at the point of the greatness of their scale and the promotion of public interests.

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The area of war-damaged land adjustment is 6,500,000"tsubo"(19,700,000square meters) and the works are planned to be completed on a five years' program with total expenditure of ≒ about ¥600,000,000.

The projected land adjustment region is devided into six independent land adjustment areas according to the administrative districts.

With reference to the area of land adjustment, Suma Ward has a minimum area of 790,000 "tsubo"(2,394,000 square meters) and Hyogo Ward has a maximum area of 1,710,000 "tsubo"(5,181,000 square meters).

Decreased percentage of building lot by the land adjustment is 20 to 24.4 percent or an average of 22.1 percent.

Out of the abovementioned percent, 15 percent is offered by the land owners without compensation in accordance with the Special City-planning Law, and the rest is compensated with money.

(10) Work project for the each fiscal year

To restore the present economy now on the brink of ruin, solidify the foundation of the citizens' activities and thus stabilize the people's livelihood, it is a burning quesion of the day to carry out the plans for streets, parks, green-belts, establishment of areas and blocks, and others.

This depends upon the completion of land adjustment works and complete equipment of roads, water-works and drain system.

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神戸市戰災焼失區域圖

東京
大阪
日本地圖株式會社

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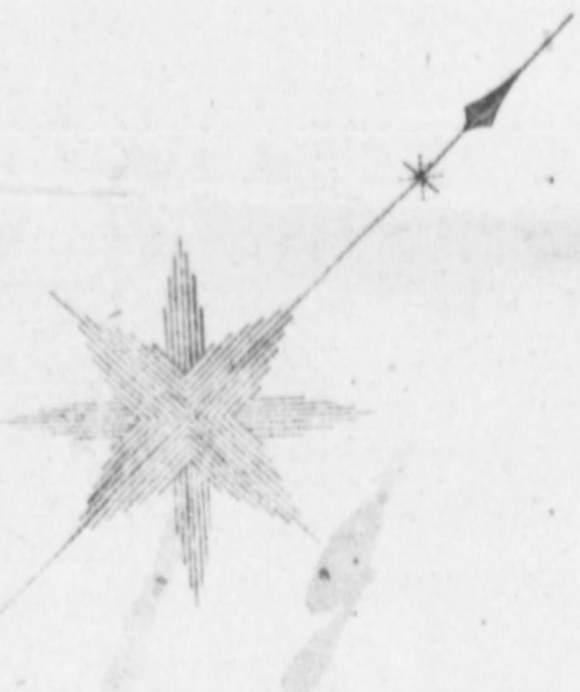

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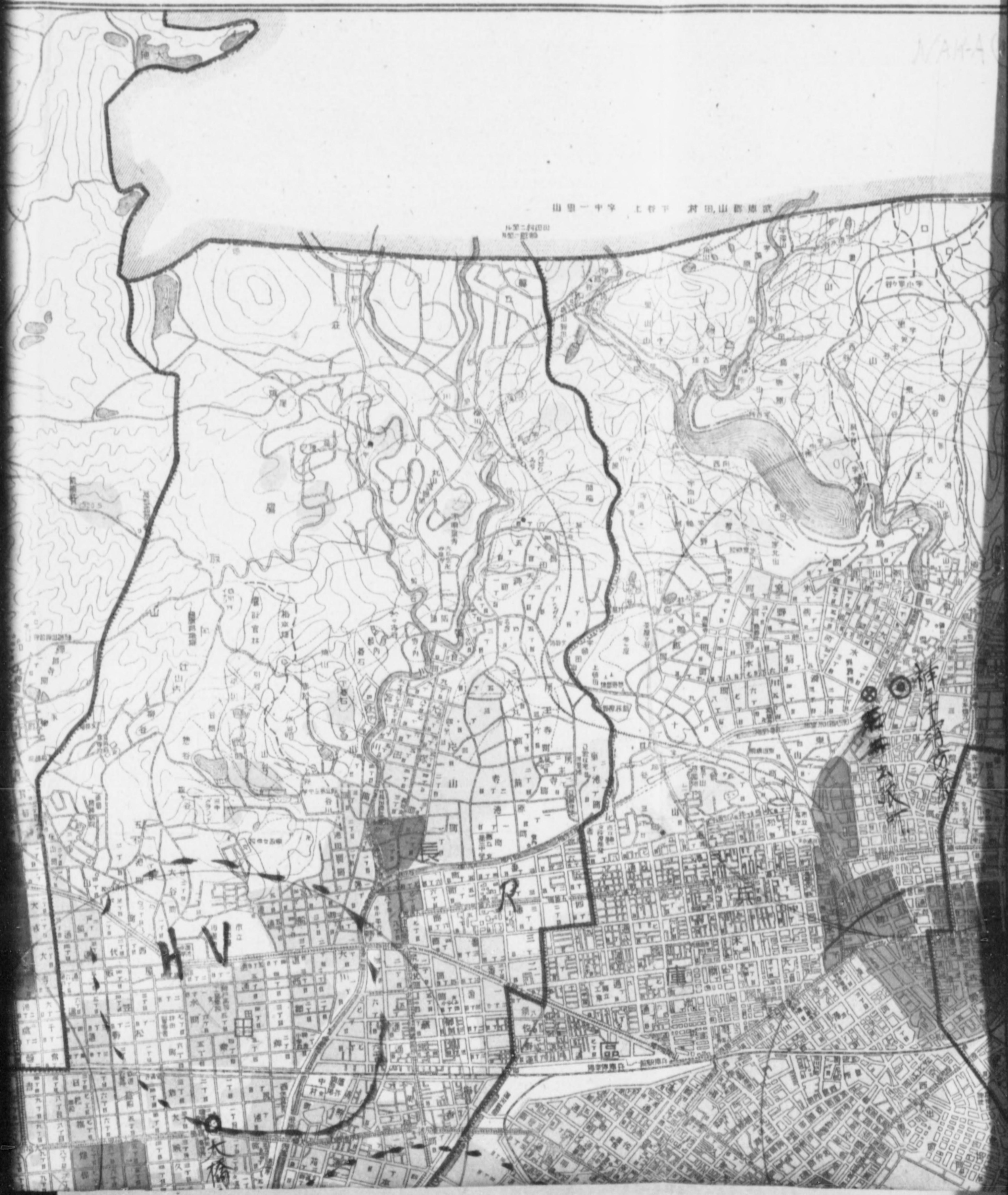

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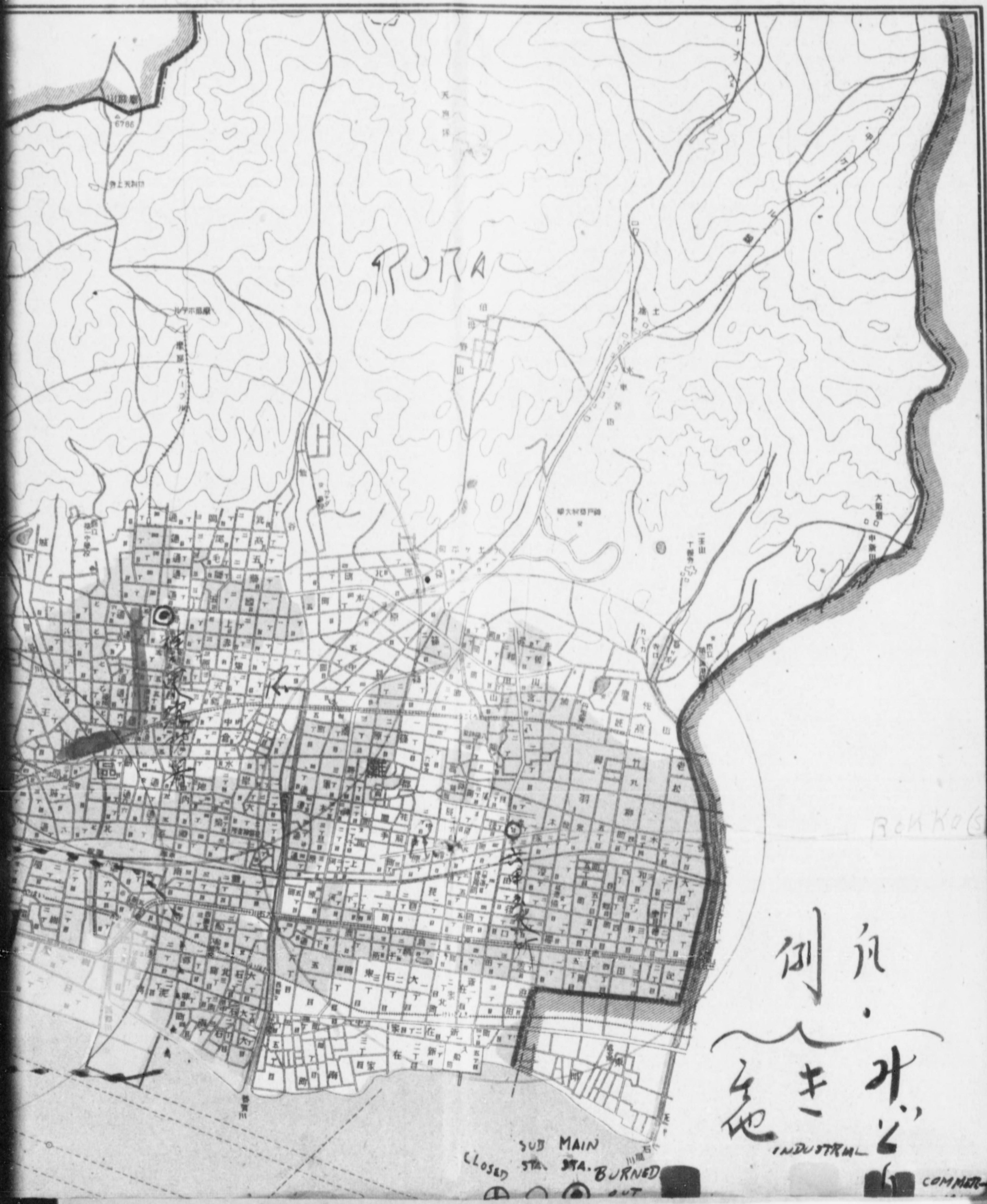

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戰災燒失區域圖

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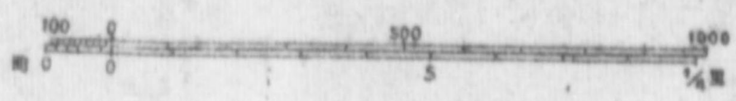

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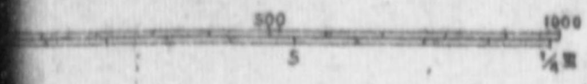
神戸市戰災燒

縮尺二萬分



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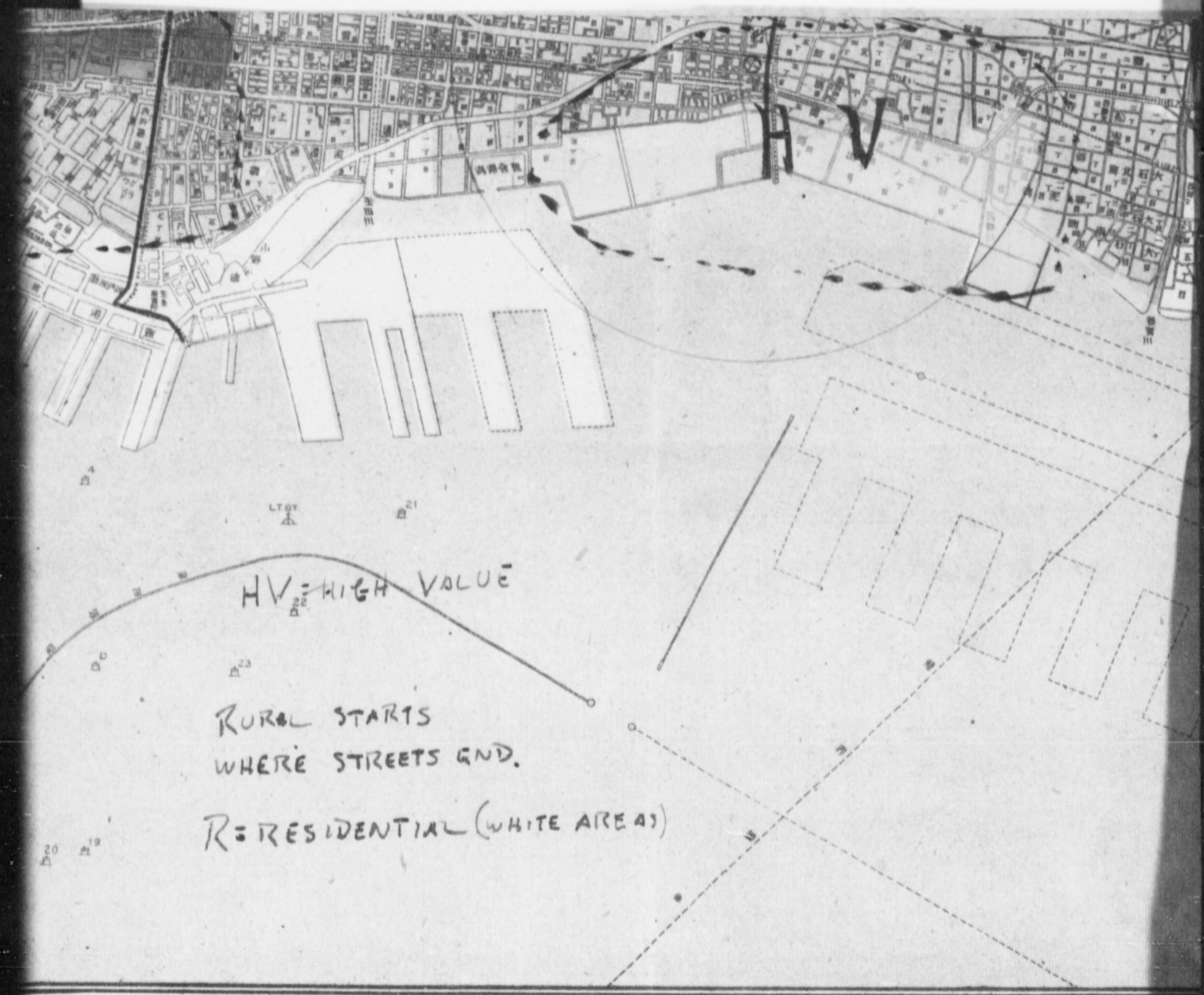

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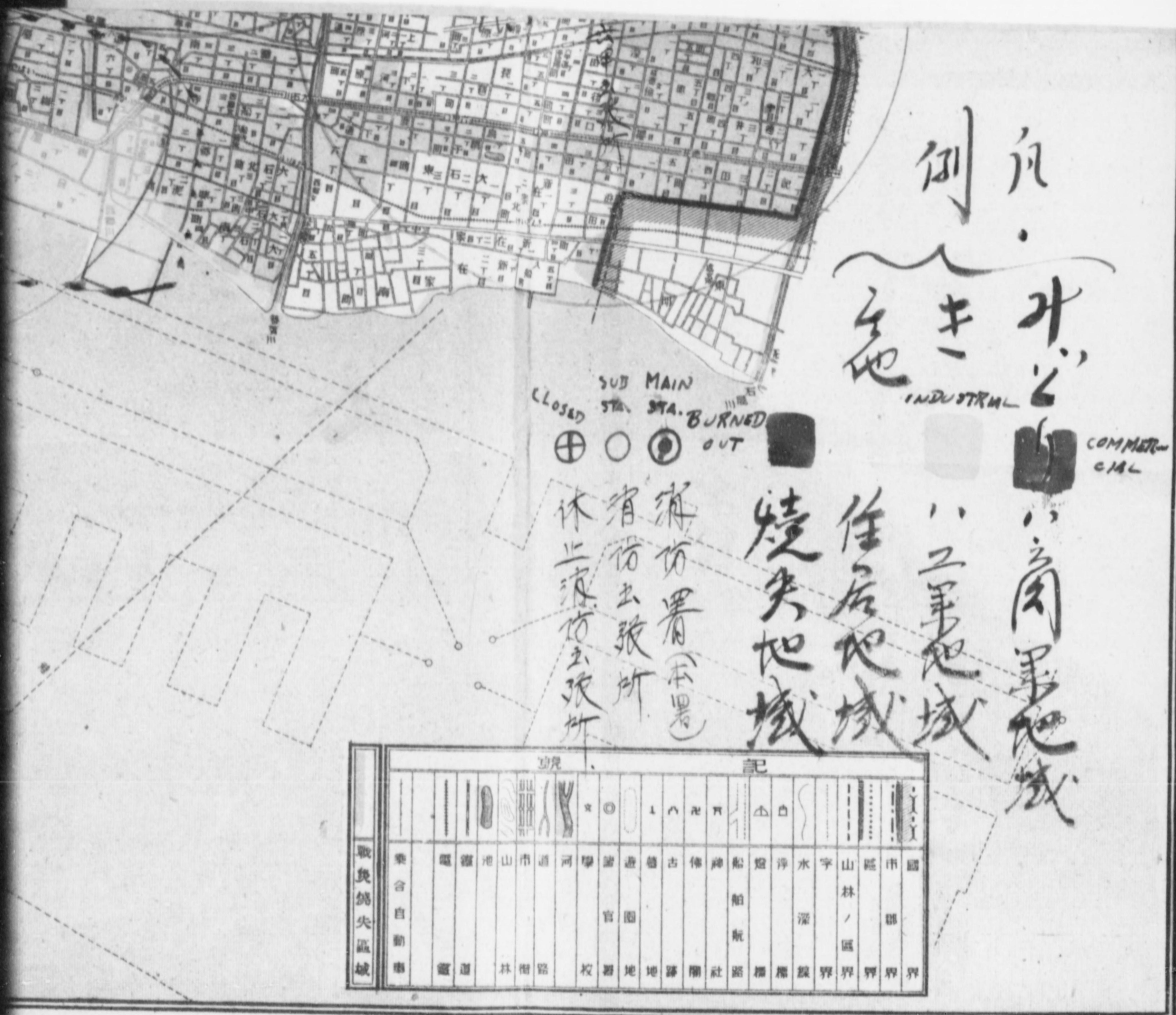

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KOBE

Rules, Regulations, + F.D. operations, expansion, etc.

建築物火災警防規程

兵庫縣警察部消防課

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根本心得

一、消防の目的とするところは迅速且つ適切なる消防行動によつて人命を救助し火災の被害を最少限に留めるにある。

二、消防行動は迅速を尊ぶが拙速に陥らないことが必要である。消防の要訣は出動準備萬全なると同時にこの警防規程によつて実際的訓練を重ね消防能力優秀となつた消防隊を活躍せしめることである。

三、消防行動は消防精神旺盛であることを必要とする。私情を忘れ社會奉公の心をもととし火災に処して危懼恨惧に陥ることなく勇往且つ冷静にその責任を全うしなければならない。

四、紀律は消防行動の生命である。火災現場で混乱することなく統制ある活動をすることは即ち紀律である。

五、消防行動は協同一致が大切である。防禦成果を發揮するためには各自親和してその任務の完遂に努め密接な連絡をとることが緊要であり、これは協同一致の趣旨に副ふものである。

六、種々の火勢を豫測してこれに対する計画を樹てると共に火災にあたつてお先づ全員これを知ることに努めて機宜の方法をとることが大切である。

七、消防配備と消防関係の事象とを詳しく知ることが肝要である。

八、指揮者は常に部下と苦楽を倶にして率先躬行部下の尊敬を受け盛火の中に遅疑逡巡することなく指揮し部下の信頼を深からしめることが必要である。

九、消防はその土地に応じることが大切であるこの警防規程に準ずることは必要であるがこれに拘束せず常に創意と工夫とを凝らして運用することが必要である。

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二 消防は規律統制を生命とするものであるべきときは独断を慎むこともある。責任ある
の精神に反するものではない。必要と認めたときは上司の意図を明察して状況の推移に応じ適切な判断に
よってその目的を遂するため最善の方法を遂ばなければならない。

第一編 総則

第一章 通則

第一條 消防行動は先ず人命救助に主力を注がなければならぬ。火災防禦のみに専念して人命救助の時機を
失するやうなことがあってはならない、火災の防禦は延焼防止を目標とするも徒らに固執の火焔のみに促
はれて敢想しない局面に拡大するやうなことのない様留意することが必要である。
他に延焼を生せない程度の火災は一挙に鎮滅しなければならない。

第二條 本法の用語は左の例による。

一、消防行動とは、火災の認知出動及び火災現場の防禦及び人命救助等一切の行動を包括して謂ふ。

二、消防隊とは、官設消防隊であって消防行政の主力となるものを謂ふ。

三、消防補助隊とは、消防行動の主力となる消防隊以外の警防団の消防隊であって消防隊の行動を補佐す
るものを謂ふ。

四 警備隊とは水利部署のみに止め消防指揮者の下にあって待機し火勢の状況によって必要と認め命令の
ある場合に活動するものを謂ふ。

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五、消防関係の事象とは、建物、道路、水利地勢、氣象その他消防についての一切の事象を謂ふ。

六、重要方面とは、火勢を大局的観察して社会上最も重視する方面を謂ひ延焼危険の大小には関係がない。

七、集団建物とは、道路、空地その他に圍繞せられた建物の集団を謂ふ。

八、残存建物とは、集団建物火災で既に延焼した建物以外の建物を謂ふ。

九、防禦擔當面とは、延焼阻止のため各隊の担当する方面を謂ふ。

一〇、火勢とは、火災の延焼の態様を謂ひ、火點とは、発火の場所を謂ふ。

一一、延焼面とは、延焼方向の火面を謂ふ。

一二、火流とは、火災が一方面に対し延焼することを謂ひその程度によつて小火流（一集団又は二集団に止まる小さな火流）中火流（数集団に亘る火流）大火流（中火流の更に進展して広地域に及ぶもの）の三種に分ける

一三、防禦線とは、道路、空地その他によつて延焼を阻止する線を謂ひ、主として火流を阻止する場合これによる。

一四、人的危険建物とは、建物の構造、業態、収容人員等を考慮し出火の際人命の危険特に大であると認められる建物を謂ふ。

第二章　消防準備

第三條、消防準備は出火の認知、通報の適確を図り機具を急速に整備することである。

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第四條　望楼並びに巡羅勤務は次の方法によること

一、望楼勤務

1、常に視聴を敏活にし運命を巡回して火災の早期発見に努めること。

2、責任区域内の建物、町名、番地等の状況に精通して紛らしい火煙は即時報告すること。

3、出火を発見したときは一斉呼出により左の用語例で連報すること。

「何区何町何丁目出火」「何々建物附近出火」

4、出火の連報後も刻々その状況を報告して危険区域、不告示建築物等の区別はもとより延焼の状況を報告すること。

二、巡羅勤務

1、二人以上で巡羅路線を巡回して出火の早期発見に努めること。

2、巡羅中火災を発見したときは直ちに応急消火に努めることと同時に消防隊に報告すること。

3、巡羅は出火の虞れある個所を危険地帯と定め主として此處に行ふこと。

三、火災発見者急報したるときは確実に火災の場所と延焼状況を聴取すること。

四、交通障害消防行動上の支障ある事項の早期発見に努めること。

第五條　出火施知の通報は通信勤務によること

一、通信施設の機能保持に留意すること。

二、用語は簡明を旨とし焚火届出等の留意事項は報告すると同時に次代者に联絡すること。

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三、通信勤務は厳重してこれに従事して無用の通話を避けること。

四、火災の通報は流着冷静にして敏速を旨とし通報の遅延誤謬を生じないやう留意すること。

五、火災報知機、電話若しくは警察電話によつて通報のあつたときは火災地の所名、番地、目標を敏速確実に聴取し必らず復唱して通報並びに出動上粗語のないやう努めること。

六、火災報知機による受信は番號を確め場所を誤らないこと。

七、所定の出動のときは出動電鈴を鳴らすこと。

八、出火後の残留勤務に服するものは火災の状況報告その他に留意すること。

九、望楼と常に連絡を保持すること。

第六條　地　水　利　調　査

一　調査の対象は消防関係事象とし概ね次の通りである。

1、地　利

(一)地　形

(二)道　路

(三)建物の状況

(四)その他消防上注意を必要とする事象

2、水　利

(一)人工水利

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消火栓

(二) 自然水利

貯水槽、河川、海水、堀水、プール、井水、池水等（プール、貯水槽等で人工のものもあるが水利使用上自然水利に含む）

その他消防水利として使用し得るもの（脚筒車に在りては概ね二十分間以上使用可能の水量あるもの）

二、地水利調査は次に留意すること

(一) 水利の落差は地盤面から水面まで七米以内であること

(二) 水利は脚筒自動車が接近できること

(三) 道路工事、その他交通障害並びに消防行動上に支障あるものの早期発見に努めること

(四) 消火栓その他消防水利として使用不能に陥つたものの早期発見に努めること

(五) 水道大建築物、高層建物、危険区域等の調査も必要に応じ併せて行ふこと

第七條 機具その他の出動準備

一、機械器具に対しては機関の調整、整頓、保存、手入等厳密な点検を行ふこと

二、消防補助隊の機具置場は直ちに出動し得るやう用意しておくと共に次の事項に留意すること

1. 脚筒自動車のときは機関員を機具置場附近に居住せしめおくこと

2. 手軽ガソリン脚筒のあるときは附近の貨物自動車等を利用して迅速に出動のできるやうに用意をし

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ておくこと

三、防火着装を直ちにできるやうに整頓しておくこと

四、出火場から引揚のときは次期の出火に備へ消防機械器具取扱規程に基いて点検整備をなしおくこと

五、高速風時その他必要と認めるときは消防補助隊員を機械置場に参集せしめ出動に備へること

第三章　消防隊の編成

第八條　消防隊は消防任務の特殊性に鑑み団体的活動に遺憾のないやう規律整然として上下従横一貫したものに編成するのである

第九條　消防隊は司令部の外消防隊及び消防補助隊によつて編成する

第十條　司令部は概ね次の通りに組織する

一、司令部は警察部に置く

二、司令部は司令長、副司令長、司令部員を以て組織すること

司令長は警察部長、副司令長は消防課長、司令部員は消防課員をこれに充てる

三、司令部には次の班を置く

1、庶内班

(一) 企画係、情報蒐集、防禦計画の樹立、部隊の出動命令、増水手配等に関する事項

(二) 通信係、各隊間、外部その他との通信連絡に関する事項

2、現場班

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(一) 傳令係　指揮命令の伝達並びに状況視察に関する事項
(二) 防線係　情報蒐集、現場応急防禦計画の樹立並びに実施防禦隊の出動及び指揮命令に関する事項
(三) 機関係　機関の運用及び応急修理に関する事項

第十一條　消防隊の編成は概ね次によること
一　消防署区域及び出張所毎に定めた消防喞筒車隊によって編成する「消防喞筒車隊は喞筒一台と乗組員とより成る」
二、特殊任務を有する特設隊あるときは警察部又は消防署に直属すること
三、消防補助隊は消防喞筒車毎に警防団長が適宜編成したるものを謂ふ
四、第二次以下の出火に備へるため必要あるときは残留警備隊を置くこと

第十二條　消防隊は現場活動上概ね次の通り呼称すること
一、到着順に従ひ先着隊　後着隊に又は第二第三以下の到着隊とすること
二、要務によって防禦隊　救助隊　予備隊又は飛火警戒隊等と呼ぶ

第十三條　消防隊の隊長は所轄消防署長とする
消防補助隊長は火災地所属の警防団長を充てる

第十四條　隊長は次に準じて消防行動に従事すること
一、隊長には伝令班を附け指揮命令の伝達　状況視察並びに報告に当らしめる
二、火災地の補助隊長は火災地消防隊長の指示に処ひ所属隊を指揮する

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第十五條　指揮者は概ね次の通り大別する

一、火災現場に於ける最高上級指揮者は火災地消防署長の指示を受けること、司令長火災現場に出動の時は最高の指揮に任すること

二、指揮者は現場において階級と到着順によつて上級、中級、下級の指揮者に分ける、

第四章　消防隊の出動

第十六條　消防隊の出動は土地の状況と火勢に応じて部隊を即時出動せしめ所要消防力運用の萬全を期することを目的とする

第十七條　部隊の出場は実況に応じるのであるが概ね次の各號によるものとする

一、消防隊の受付区域毎に出動すべき消防車隊を予め指定しおくこと

二、周囲近接の消防警備をも考へ順次出動せしめるやう予め定めおくこと

三、警報において火煙を認めた火災は次によつて第一次出動隊を定め即時出動せしめること

イ、消防隊署所受持区域内普通建物火災に必要とする消防力（喞筒自動車四台乃至十台）はその区域の状況に応じてこれを定めること

ロ、消防隊署所受持区域内水道大建築物、高層建築物多数あるとき又は危険区域広汎のとき、その他延焼の危険が大であると認めたときは前項の消防力を強化し建物疎開等により延焼の虞れのないときは適減を圖ること

四、大火事、異常時その他必要あるときの出動は後に示すところによつて即時増強出動せしめること

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五、特設隊はその任務に応じて出動せしめること

六、望楼から火焔を認めない火災は隊の出動を制限すること

七、必要によつて第二次以下の火災に備へるため残留又は移動する隊を指定すること

第十八條　消防隊の出動は次によつてこれを行ふものとする

一、服務中の消防隊員又は補助隊員火災を認知したときは隊での指示又は命令によつて直ちに出動すること

二、非番の消防隊員は火災を認知し又は召集のあつたときは隊での指示に従ひ火災現場に到つて指示を受け消防行動に従事すること

三、司令部又は消防署は第一次出動隊出動後において必要あるとき又は現場からの要請若くは命令によつて即時所要隊を増強すること

1、前號による要請又は命令はすべて火勢に先んじて所要消防隊を出動せしめることに努め苟くも火勢の拡大進展に追随するやうなことは避けること

2、出動に際して必要あるときは出動命令に併せて消防上の必要事項を示達すること

第五章　消防計劃

第十九條　消防計画は消防方法を関係隊員に具体的簡明な指示をする消防上の指針であつて即ち事前の指揮である。

第二十條　消防計画をたてるときは概ね次によるものとする

一、消防配備並びに消防関係事象に応じること