GHQ/SCAP Records (RG 331, National Archives and Records Service)

Description of contents

(1) Box no. 2894

(2) Folder title/number: (2)
Exclusion of Reparation Machinery

(3) Date: Oct. 1946 - June 1947

(4) Subject:

Classification	Type of record
9230	c, e, k

(5) Item description and comment:

i) Osaka
ii) Includes Contents List (Partial)

(6) Reproduction: (Yes) No

(7) Film no. Sheet no.

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OSAKA RAILWAY DIVISION

SUBJECT: Petitions for exemption of machinery for repairing Rolling-stock set for removal as Reparations.

THROUGH: Osaka Financial Bureau.

TO : Osaka Military Gov. Team.

The various kinds of machinery of the railway workshops under the supervision of this Division were very inadequate throughout the pre-war days and wartime.

The overworking of locomotives and cars in wartime has badly worn and damaged the rolling stock and equipments, and the machinery required for the repairs thereof have also been made considerably frail due to the heavy task undertaken by them.

Moreover the machinery and equipments have sustained heavy losses and damages during the war as many factories, workshops, and etc. were destroyed or damaged; which has restricted the manufacturing and repairing of rolling stock and equipments within narrow limits.

At present a year after the war, this lack of machinery was supplemented by those taken over from military authorities and the equipments were extensively improved bringing about a steady increase in efficiency.

In case these machinery are removed as reparation, it will give a heavy blow to the railway transportation essential for rehabilitation of Japan.

Without spare machinery which will take the place of the removed ones, the removal will certainly lead to the inevitable condition of greatly reduced efficiency in operation and maintenance of the rolling stock and equipments.

The other method of transferring machinery from less important places to more important, is also unpractical, as the machinery so required are set as reparations.

It is earnestly beseeched that special considerations be given to this petition filed for the exemption of the machinery enumerated in the attached list from removal from among the lot of machinery set for removal as reparations.

Attached list of machinery

Goro Okuda
Director
Osaka Railway Division

445
OSAKA M.G
RES-COM-IND
FILE 946

Totality Table

(Supervisor Osaka Prof. Bureau)

Machine Name	Quantity	Remarks
Grinding Machine	7	
Lathe	34	
Shaper	2	
Drilling Machine	1	Osaka Arsenal Machine
Slotter	5	
Milling Machine	5	
Electric Welder	1	
Hoist	1	
Portable Drill	1	
Total	62	

No. 1

Machine List

Landing Game (Osaka Railway Division)

Osaka Arsenal Machine
(Supervisor Osaka Financial Office)

Code No.	Name of Machine	Location	Use	Remarks
32(6)-32-4767	Lathe	Kori Electric Repair Factory	Electric car	
" -768	"	"	"	
" -4770		"	"	
" -4776	electric welder	Osaka Dembu Ryoku-ku Suita Machine Working Dept.	Engine & Cars repair	
" -4777	milling machine	"	"	
" -4778	grinding machine	"	"	
" -4779	"	"	"	
" -4781	"	"	"	
" -4782	"	"	"	
" -4783	"	"	"	
" -4784	"	"	"	
" -4785	lathe	"	"	
" -4786	"	"	"	
" -4787	"	"	"	
" -4788	"	"	"	
" -4789	"	"	"	
" -4790	"	"	"	
" -4791	"	"	"	
" -4792	"	"	"	
" -4793	"	"	"	
" -4794	"	"	"	
" -4795	"	"	"	

No. 2

22(0)-82-4796		lathe	Suita engine repair working Co., Ltd. engine and cars	
"	-4798	"	"	"
"	-4799	"	"	"
"	-4800	"	"	"
"	-4801			
"	-4802	"	"	"
"	-4803	"	"	"
"	-4804	"	"	"
"	-4805			
"	-4806	"	"	"
"	-4807	"	"	"
"	-4808	"	"	"
"	-4809	"	"	"
"	-4810	"	"	"
"	-4811			
"	-4812	"	"	"
"	-4813	"	"	"
"	-4814	"	"	"
"	-4815	"	"	"
"	-4816	"	"	"
"	-4817	"	"	"
"	-4818	"	"	"
"	-4819	chipper	"	"
"	-4820	"	"	"
"	-4821	drilling machine	Koneyama machine shop	"
"	-4822	"	Kyoto machine shop	"
"	-4824	"	Tennoji machine shop	"

No. 8

32(0)-32-4925	drilling machine	Suite machine working Dept.	"
" -4926	slotter	"	"
" -4928	"	"	"
" -4929	"	"	"
" -4931	"	"	"
" -4934	milling machine	"	"
" -4936	"	"	"
" -4937	"	"	"
" -4938	"	"	"
" -4939	grinding machine	"	"

Part of Private Railway Company

Code No.	Name of machine	Location	Use	Remarks
32( )-72-4771	slotting machine	Kinki Nippon Railway Co.	repairing electric car	
" -4772	lathe	"	"	
" -4773	hoist	Keihanshin Express Co.	"	
" -4774	portable drill	"	"	

P. Soda

Tadeshi Soda
Head of Separation Sec.
Osaka Pref. Govt.

986

FINANCE MINISTRY
OSAKA OFFICE

No.NP. 257 Feb. 5, 1947.

SUBJECT: Request for the Exclusion of Transformers and Water Supplying Machinery from Reparation Withdrawal.

TO : Osaka Military Government Team.

THROUGH: Osaka Liaison Office.

FROM : Finance Ministry, Osaka Office.

1. Enclosed herewith is a petition which the residents of Kori District humbly submit to you.

2. With regard to this case, we have sent a request to you before which was returned disapproved.

3. We have no funds to provide these people with equipment if it were withdrawn and if the electric and water supply is stopped there will be grave consequence to the health and lives of these residents.

4. We respectfully beseech you to accord your favourable reconsideration to grant the above machinery to be used as heretofore.

Yours faithfully,

K. Kobayashi

For the Director of
National Property Department.

To the Commanding Officer,
Osaka Military Government Team. Dec. 20, 1946.

Dear Sir,

We respectfully submit the petition jointly signed by 304 family representatives and beg you to invite special reconsideration to exclude the transformers and water supplying machinery of the Kori Arsenal from reparation withdrawal.

We have been recently informed by the Finance Ministry, Osaka Office that the said machinery now in use by the Arsenal for electric powers and water supplying to the inhabitants of the vicinity would be withdrawn from the Arsenal as reparation objects and notified us to take immediate step to provide an alternate means of providing these.

If the said machinery be withdrawn from the Arsenal as it has been informed those who reside either in the official quarters or in the private houses of the said area and who entirely rely on the electric powers and water supplied by the Arsenal will have to be faced to the most difficult situations which, no doubt, might bring extraordinary confusion to our daily life.

We should really be very grateful to you if you could kindly realize that, under the present circumstances, we have entirely no means to purchase such expensive machinery and even if we could find such means it is actually impossible to obtain so many number of machines and equipments at the present time of shortage of such machinery. We therefore, again beg you to pay favourable reconsideration to exclude these machinery from reparation withdrawal and grant the machinery to be remained within the Arsenal for further operation.

Yours very faithfully,

OSAKA PREFECTURAL GOVERNMENT

March 6, 1947

TO : Osaka Military Government Team

SUBJ: Petition for Exclusion of the Reparation Machinery

With regard to the head subject, we have received the petition as attached herewith from the Director of National Property Dept., Finance Ministry Osaka Office and hereby respectfully beg your kind consideration thereof.

FOR THE GOVERNOR OF OSAKA PREF:

T. Soda

Tadashi Soda,
Head of Reparation Sect.,
Osaka Pref.

OSAKA M.G
RES-COM-IND
FILE 1470

Signed and Sealed by the Representatives of:

Takata quarters	54	families	comprising	23	men,	women	& children	
Kawagoe Boarding House	27	"	"	108	"	"	"	"
Kuwagaya quarters	23	"	"	83	"	"	"	"
Omote Official quarters	83	"	"	251	"	"	"	"
Shimizudani quarters	53	"	"	200	"	"	"	"
Kanko Boarding House	22	"	"	106	"	"	"	"
Takata Boarding House	42	"	"	219	"	"	"	"
Total	304	representatives	comprising	1,191	men,	women &	children.	

FINANCE MINISTRY
OSAKA OFFICE

Feb. 6, 1947.

NO. NP-260.

SUBJECT: Request for Exclusion of the Reparation Machinery.

TO : Osaka Military Government Team.

THROUGH: Osaka Liaison Office.

FROM : Finance Ministry, Osaka Office.

I. With regard to the machinery granted to use temporarily, with your favourable permission, by Osaka Imperial University the petition as per attached has been again submitted to this office which requests to exclude the said machinery from reparation withdrawal.

2. The necessity of such machinery for teaching and scientific research at the Faculty of Engineering of the said University is clearly stated in the attached petition and the withdrawal will, no doubt, bring great difficulties to its education.

3. We respectfully beseach you for your favourable consideration to grant them to use the said machinery excluding them from reparation withdrawal.

K. Kobayashi

For the Director of
National Property Department

Osaka, January , 1947

To HEADQUARTERS
109TH MILITARY GOVERNMENT

Through MINISTRY OF FINANCE
OSAKA OFFICE

PETITION TO GRANT EXCLUDING THE PHYSICAL LABORATORY AND RESEARCH EQUIPMENT OF THE OSAKA MILITARY ARSENAL FROM THE REPARATIONS

We hereby petition Your Authority grant to exclude the machineries and technical equipment, shown in The Inventory Table attached, from the objects for reparation. The machineries and equipment had belonged formerly to the Osaka Military Arsenal, and the authorization was granted for our University to use them temporarily with a great kindness of The General Headquarters and The 109th Mil Govt (Headquarters 109th Mil Govt HQ & HQ CO APO 660, 28 June 1946). And hitherto, accordingly, we have been using them for teaching and scientific research at the Faculty of Engineering of the University.

Herewith we heartily beg Your authorization would be granted to exclude them out of the objects for the reparation with your great courtesy and good-will, considering our circumstances mentioned in Description in Detail following, we remain,
Yours very truly,

S. Tanaka
(Dean ofthe
Faculty of Engineering)

Arao Imamura
(President of the
Osaka Imperial University)

DESCRIPTION IN DETAIL

A. Course up to the Present

The machinery and equipment belonged formerly to The Research Institute of The Osaka Military Arsenal, and had been movedfrom Osaka to The Tamateyama Girls' School (Kokubu Village, Minamikawachi-gun, Osaka Prefecture) in March 1945; but the war ended before they had operated on active.

While, The Faculty of Engineering of The Osaka Imperial University had burnt more than 60 o/o of its buildings and quipment down in June of 1945 due to the bombing, and met with a great difficulty in teaching and research work. Therefore, we asked The Ministry of Finance of Japanese Government to let us use temporarily the equipment left in the Girls' School soon after the armistice. And, getting the permission of the Ministry we had been using them at the Tamateyama School; but meanwhile, they had suspended in the way of being used because of the fact that they had been designated as the objects for reparation by an order of The General Headquarters.

On June,1946, with the great kindness of the General Headquarters and the 109th Military Government the authorization was granted for us to use them again to our great satisfaction; so, here, we removed them from Tamateyama to our University presises to use them effectively in our ardent necessity.

B. Present Condition.

The machinery and quipment are using now by all of ten department of the Faculty of engineering of the University in their sheer necessity because each of the department had lost their own equipment wholly or partly suffering from the fire, being repaired and filled up the damages and the losses of the parts which occured in the way of being moved to the Tamateyama School in the condition of almost confusion at the close of the war and which, moreover, had stolen and lost in the perturbation of time just after the armistice; a great endeavour had been made to put them in the condition of useful running.

Now they are used by the students for their experimental purposes and more for the following researches;

Research Item	Researcher	Principal Equipment in use
Intensity Measurement of spectral line in various Condition of electric Discharge	Assist. Prof. H.Yoshinaga	Photoelectric Spectrometer
Spectral Analysis of Various Materials	Assist. Prof. H.Yoshinaga	Ditto
Fundamental Study on Lubricants	Assist. Prof. S.Nagata	Electron Diffraction X-ray Apparatus
Measurement of Stress by X-ray	K.Tomura	X-ray Apparatus Machine Tools
Study on Fatigue of Steel in view of its Magnetic Property	N.Tanaka	Oscillograph Machine Tools Fatigue Testing Machine
Measurement of Frictional Force and Electric Vibration	Y.Uchida S.Makinouchi	Oscillograph
Foundamental Study on Heat Treatment of Steel in view of Internal Stress	Assist.Prof A.Adachi	Pyrometer, Machine Tools Hardness and other Testing Machines
Foundamental Study on Hot Working Tool Steels	Assist.Prof A.Adachi	Ditto
Fundamental Study on Preventing Defects in Steel Castings	Prof.M.Tagaya S.Isa	Penetrating X-ray App. Metallographic Equi. Machine Tools & Material Testing Machines
Acid and Heat Resisting Alloys	Prof.M.Tagaya	Metallographic Equi. Spectrometer Machine Tools
Iron and Steel for Agricultural Machines and Tools	Prof.M.Tagaya G.Kamegai	Metallographic Equi. Machine Tools Material Testing Machines

C.Future Plan

We are planning to establish a Central Laboratory in the Faculty of Engineering of the University including the machinery and equipment as the main part of it for the experiment and research work of each department in general, wishing to improve the instructional facility in the Univetsity, and play a part in creating peaceful and cultural Japan in our share.

A. Date of Inventory			B. Code Number	C. Name of Machine
17	July	46	32-32N-1	Tuning fork ascillator
15	July	46	32-32N-2	Transformer (Single coil type)
16	July	46	32-32N-3	Transformer
16	July	46	32-32N-4	Transformer
16	July	46	32-32N-5	Transformer
17	July	46	32-32N-6	Temperature regulator (Potentio meter type, Regulation type)
17	July	46	32-32N-7	Vibration Damping table
17	July	46	32-32N-8	Vibration table
17	July	46	32-32N-9	Vibration table
17	July	46	32-32N-10	Apparatus for Spectrum analysis
17	July	46	32-32N-11	Vacuum pump
17	July	46	32-32N-12	Illuminometer
17	July	46	32-32N-13	High frequency originating apparatus
17	July	46	32-32N-14	Vacuum pump (Rigō high tension vacuum pump)
15	July	46	32-32N-15	Burnishing machine
16	July	46	32-32N-16	Drilling machine (Single head type)
18	July	46	32-32N-17	Grinding machine (Surface grinding machine)
18	July	46	32-32N-18	Grinding machine (Surface grinding machine)
18	July	46	32-32N-19	Engraving machine (Universal engraving machine)
18	July	46	32-32N-20	Engraving machine (Universal engraving machine)

A. Date of Inventory		B. Code Number		C. Name of Machine
18 July 46		38-32N-21		Milling machine (Horizontal type)
18 July 46		38-32N-22		Milling machine (Vertical type)
18 July 46		38-32N-23		Lathe (Small type, Bench type)
18 July 46		38-32N-24		Lathe (Engine lathe)
18 July 46		38-32N-25		Lathe
18 July 46		38-32N-26		Grinding machine (Tool grinding machine)
18 July 46		38-32N-27		Hack Sawing machine
18 July 46		38-32N-28		Shaping machine (Horizontal type)
15 July 46		38-32N-29		Hardness Testing machine (Brinell type)
15 July 46	X	38-32N-30		Hardness Testing machine (Brinell type)
15 July 46	X	38-32N-31		Hardness Testing machine (Rockwell type)
15 July 46	X	38-32N-32		Hardness Testing machine (Rockwell type)
15 July 46		38-32N-33		Hardness Testing machine (Vickers type)
15 July 46	X	38-32N-34		Impact Testing machine (Shock type)
15 July 46		38-32N-35		Material Testing machine (Relay type)
15 July 46	X	38-32N-36		Impact Testing machine (Charpy type)
15 July 46	X	38-32N-37		Hardness Testing machine (Olsen type)
15 July 46	X	38-32N-38		Fatigue Testing machine (Open side type)
15 July 46	X	38-32N-39		Fatigue Testing machine (Ono type)
15 July 46	Y	38-32N-40		Fatigue Testing machine (Electro magnetic type)

A. Date of Inventory		B. Code Number	C. Name of Machine
15	July 46	32-32N-41	Hardness Testing machine (Rone'a Satō type)
15	July 46	32-32N-42	Fatigue Testing machine (Repeated torsion load type)
15	July 46	32-32N-43	Material Testing machine (Amsler type for tensile test)
15	July 46	32-32N-44	Material Testing machine
15	July 46	32-32N-45	Impact Testing machine (Izod type)
15	July 46	32-32N-46	Impact Testing machine (Charpy type)
15	July 46	32-32N-47	Friction Testing machine (Kusunose type)
15	July 46	32-32N-48	Friction Testing machine
15	July 46	32-32N-49	Material Testing machine (Vertical type for tension test)
15	July 46	32-32N-50	Fatigue Testing machine (Ono type, Repeat bending type)
15	July 46	32-32N-51	Bending Testing machine
15	July 46	32-32N-52	Electric temperature regulator
15	July 46	32-32N-53	Electric welding machine (P.C. type, Daiden type)
15	July 46	32-32N-54	Electric centrifugal pump
15	July 46	32-32N-55	Electric Centrifugal pump
15	July 46	32-32N-56	Transformer
15	July 46	32-32N-57	Transformer
15	July 46	32-32N-58	Transformer
15	July 46	32-32N-59	Hardness Testing machine
15	July 46	32-32N-60	Drop-Impact Testing machine

FINANCE MINISTRY
OSAKA OFFICE

May 23, 1947

NO. NP-285

SUBJECT: Request for the Exclusion of the Machinery owned by General Motors Co., Ltd. from Reparation

TO : Osaka Military Government Team

THROUGH: Osaka Liaison Office

1. Reference is made to the petitions dated December 19, 1946 NO.NP 249 and February 27, 1947 No.NP 269.

2. It has been again identified that the machinery listed in the attached is also the property of the same company and we respectfully request you to exclude the same from the reparation selection as well.

3. Further the machinery of the same company is stored in the Uozaki Godown, Hanaten Godown, Sonobe Plant, Tsurumachi Godown and in the Osaka Main Arsenal and it causes much inconvenience to the custodians for the maintenance and repairing.

4. On the above reasons we beg you to accord your favourable consideration to grant us to remove the machinery from the Uozaki, Hanaten Godowns to the Osaka Main Arsenal and also to grant us to gather other machinery in an adequate place in Sonobe plant and Tsurumachi Godown.

5. And moreover we request you to grant us to remove the machinery which is unable to be repaired in the Arsenal to the private factory for repairing.

[signature]
Director
National Property Dept.
Finance Ministry

OSAKA M.G
RES-COM-IND
FILE 1751

List of Machinery owned by General Motors Co.
(No. 2)

Custody Section of
Osaka Army Arsenal.

Name of Machine	Quantity	Code Number	Type & Capacity	Location
Electric drill	3	32-32(M)-99 32-32(M)-100 32-32-3984	5/16 "	Osaka Army Arsenal
ditto	1	32-32-3983	7/8 "	ditto
ditto	1	32-32(M)-101		ditto
Grinder	3	32-32-4004 32-32-4005 32-32-4006		ditto
Universal tool grinding machine	1	32-32-2366		ditto
Grinding machine	1	32-32-2363		ditto
Universal tool grinding machine	1	32-32-2365		ditto
Motor	2	32-32-4053 32-32-4956	50 HP	ditto
Induction motor	1	32-32-3206	10 HP	ditto
Motor	1	32-32-3064	7 1/2 HP	ditto
Chair	1			ditto
Centrifugal pump	1	32-32-5375	1.5 "	ditto
Electric blower	2	32-32-1536 32-32-15377		ditto
Motor generator	1	32-32-1549	11.5 KW	ditto
Blower	2	32-32-1641 32-32-1642	3 HP	ditto
Grinder	3	32-32-1395 32-32-1396 32-32-1397		ditto
ditto	3	32-32-1398 32-32-1399 32-32-1400		ditto

Name of Machine	Quantity	Code Number	Type & Capacity	Location
Alternating motor	1	32-32-1899	50 HP	Osaka Army Arsenal
Electric welder	1	32-32-5132	10 KW	ditto
Blower	2	32-32-1070 32-32-1129		ditto
Air drill	5			ditto
Vice	14		4 "	ditto
ditto	1		$6\frac{1}{4}$ "	ditto
Turbin pump	1	32-32-5255		ditto
Electric hoist	1	32-32-499	2T	ditto
Electric winch	1	32-32-497	1T	ditto
ditto	1	32-32-498	1T	ditto
Electric hoist	1	32-32-1233	1T	ditto
ditto	3	32-32-1234 32-32-1235 32-32-1236	1 T $\frac{1}{2}$	ditto
Motor	1	~~32-32~~	2 HP	ditto
Air hammer	6			ditto
Speed change gear	1	32-32(D)-165	15KW	Hanaten warehouse
Electric blower	1	32-32(D)-334		ditto
Balance	1		1000 K	ditto
ditto	1		1000 K Disl type	ditto
Vice	4		6"	ditto
Air compressor	2	32-32(D)-227 32-32(D)-184		ditto
Electric fam	24		Stand type	Uozaki warehouse

List of Machinery owned by General Motors Co.
(No. 2)

Custody Section of
Osaka Army Arsenal.

Name of Machine	Quantity	Code Number	Type & Capacity	Location
Electric drill	3	32-32(M)-99 32-32(M)-100 32-32-3984	5/16 "	Osaka Army Arsenal
ditto	1	32-32-3983	7/8 "	ditto
ditto	1	32-32(M)-101		ditto
Grinder	3	32-32-4004 32-32-4005 32-32-4006		ditto
Universal tool grinding machine	1	32-32-2366		ditto
Grinding machine	1	32-32-2363		ditto
Universal tool grinding machine	1	32-32-2365		ditto
Motor	2	32-32-4053 32-32-4956	50 HP	ditto
Induction motor	1	32-32-3206	10 HP	ditto
Motor	1	32-32-3064	7 1/2 HP	ditto
Chair	1			ditto
Centrifugal pump	1	32-32-5375	1.5 "	ditto
Electric blower	2	32-32-1536 32-32-15377		ditto
Motor generator	1	32-32-1549	11.5 KW	ditto
Blower	2	32-32-1641 32-32-1642	3 HP	ditto
Grinder	3	32-32-1395 32-32-1396 32-32-1397		ditto
ditto	3	32-32-1398 32-32-1399 32-32-1400		ditto

Name of Machine	Quantity	Code Number	Type & Capacity	Location
Alternating motor	1	32-32-1899	50 HP	Osaka Army Arsenal
Electric welder	1	32-32-5132	10 KW	ditto
Blower	2	32-32-1070 32-32-1129		ditto
Air drill	5			ditto
Vice	14		4 "	ditto
ditto	1		$6\frac{1}{4}$ "	ditto
Turbin pump	1	32-32-5255		ditto
Electric hoist	1	32-32-499	2T	ditto
Electric winch	1	32-32-497	1T	ditto
ditto	1	32-32-498	1T	ditto
Electric hoist	1	32-32-1233	1T	ditto
ditto	3	32-32-1234 32-32-1235 32-32-1236	$\frac{1}{2}$ T	ditto
Motor	1	32x32x	2 HP	ditto
Air hammer	6			ditto
Speed change gear	1	32-32(D)-165	15KW	Hanaten warehouse
Electric blower	1	32-32(D)-334		ditto
Balance	1		1000 K	ditto
ditto	1		1000 K Dial type	ditto
Vice	4		6"	ditto
Air compressor	2	32-32(D)-227 32-32(D)-184		ditto
Electric fan	24		Stand type	Uozaki warehouse

OSAKA
OSAKA LIAISON OFFICE
Prefectural Building
Osaka
LIAISON
OFFICE

HF/ts

17 June 1947

SUBJECT: Forwarding an Petition for Exclusion of Reparations Machines

TO : Headquarters, Osaka Military Government Team (ATTN: Maj. Harmon,

Upon the request of the Central Liaison Office in Tokyo, this Office hereby begs to submit to you a petition regarding "Removal from Reparations List of Part of Machinery within Compound of Takatsuki Plant of Kawasaki Aircraft Manufacturing Co. Ltd.".

FOR THE DIRECTOR-GENERAL:

H. Fujita

H. Fujita,
Liaison Officer,
Osaka Liaison Office.

OSAKA M.G
RES-COM-IND
FILE 1789

JAPANESE GOVERNMENT
CENTRAL LIAISON OFFICE

TO : HEADQUARTERS, OSAKA MILITARY GOVERNMENT TEAM.

FROM : Central Liaison Office, Tokyo.

SUBJECT : Request for Removal from Reparations List of Part of Machinery within Compound of Takatsuki Plant of Kawasaki Aircraft Manufacturing Co.,Ltd.

C.L.O. No. 217(RSG-E) 21 May 1947

1. Reference: SCAP Memorandum AG 004(11 Oct 46)ESS/IN (SCAPIN-1263), subject: "Revised List No. 2 Aircraft Factories, Military and Naval Arsenals and Research Laboratories."

2. The Japanese Government hereby submits an application for removal from the Reparations List of a part of the machinery within the compound of the Takatsuki Plant of the Kawasaki Aircraft Manufacturing Co., Ltd., as per the details stated in the explanatory note attached hereto.

3. The subject company was established in 1886 under private management for the purpose of ship-building, with the Hyogo Ship-Yard loaned from the Japanese Government, and was not originally an aircraft plant. In 1896 this company was incorporated into a joint-stock company and re-named the Kawasaki Dockyard Co., Ltd. In 1906 it built the subject plant at its present location and operated it as the Hyogo Works of the Kawasaki Dockyard Co., Ltd. for the manufacture of rolling-stock. This company detached itself in 1928 from the Kawasaki Dock-Yard Co., Ltd. as the Kawasaki Sharyo K.K. and concentrated on the manufacture of steam and electric locomotives, passenger and freight cars, etc., never suspending its operation even during the war. On the other hand, the automobile shop of this company began to manufacture gasoline-engines for railroad cars, buses, trucks, etc. by order of the Ministry of Transportation in 1930, and continued the said production, ever increasing the manufacturing facilities therefor. However, this automobile shop closed down in October 1942 by order of military authorities and its equipment was transferred to the Kawasaki Aircraft Co., Ltd. for use in the manufacture of aircraft parts. After the surrender, however, it has been totally reconverted to the manufacture of rolling-stock along its proper line of industry. This company is thus exerting its utmost efforts for reconstruction of the transportation capacity of this country by making full use of its excellent technique and age-long experience, and is truly one of the indispensable plants in this country.

OSAKA M.G
RES-COM-IND
FILE 729

4. Under these circumstances, it is requested that favorable consideration be given by your Headquarters for the removal from the Reparations List of the machines and equipment necessary for civilian production in this plant.

FOR THE PRESIDENT:

(K. ASAKAI)
Director of General Affairs,
Central Liaison Office.

Enclosure: An explanatory note on the subject plant, accompanied by a letter of the Ministry of Commerce and Industry.

MINISTRY OF FINANCE
OSAKA OFFICE

No.NP-232. 15 October 1946

SUBJECT: Request for exemption of Pumps set for Removal as Reparations

TO: Osaka Military Government Team

FROM: Ministry of Finance, Osaka Office

1. We request you, on the following reasons, for the exemption of the pumps of Kori Plant stated in the attached list from the Reparation directives.

2. The pumps installed for supplying water to the plant is also used for supplying water to the neighbours totalled 1,500 people.

3. This is an unique accomodations for water supplying in the said whole area and under the present stage it is extremely difficult to get such pumps as stated to replace.

for Mr. Sato

A. Ikeuchi
Director
National Property Dept
Ministry of Finance Osaka Office

N/k 377

MINISTRY OF FINANCE
OSAKA OFFICE

15 October 1946

LIST OF PUMPS OF KORI PLANT

Inventory No.	Description	Location
297	Electrical Turbine pump	No.1 pump Room of Kori Plant of Ministry of Finance Osaka Office
298	-ditto-	-ditto-
306	-ditto-	No.2 -ditto-
307	-ditto-	-ditto-
308	-ditto-	-ditto-
309	-ditto-	-ditto-

.....

SUBJECT: Application for Partial Exemption of Machine Equipment from Reparations

TO : Headquarters OSAKA Military Government Team

FROM : Director of Material Bureau, IJGR

1. As a means of mitigating passenger traffic and saving coal, the Ministry of Transportation has been planning to use gasoline engine cars ever since the end of the war. But most of the gasoline engine cars available are not in working condition due to a shortage of gasoline engines.

2. The Kawasaki Rolling Stock Manufacturing Co., produced most of the gasoline engines used for Japanese railways, both government, and private. During the war the company's equipment for producing gasoline engines was turned over to the Aircraft Manufacturin gplants by order of the Japanese armed forces. And this equipment is now under custody as part of items to be removed for reparations.

3. The Ministry of Transportation desires to place orders with the aforesaid Kawasaki Rolling Stock Manufacturing Co. for engine manufacture, since this company possesses greater skill and experience than other companies, especially in this branch of work. It is there fore highly appreciated if SCAP will be able to see that the machines, now earmarked for reparations, are excepted, so that the Kawasaki Rolling Stock Manufacturing Co. will be able to make use of them.

Akira Ogawa

Director, Material Bureau, IJG

Ministry of Commerce and Industry
Imperial Japanese Government

TO : Headquarters OSAKA Military Government Team.

FROM : Reparation Enforcement Bureau
Ministry of Commerce and Industry

SUBJECT: Application for a partial exemption of machine equipments in the plants under mentioned of the Kawasaki Air-craft Mfg. Co., Ltd., as designated for control as Air-craft plant.

Akashi plant (in Hyogo Prefecture)
Hokuban plant (" ")
Nishinomiya plant (" ")
Takatsuki plant (in Osaka ")

8, May 1947

(a) In regard to the plants under mentioned of the Kawasaki Air-craft Mfg. Co., Ltd., as designated for control as Air-craft plant in the directive dated as under mentioned, we have taken and are also taking action necessary to assure its satisfactory control and custody.

1. Hyogo Prefecture
   Akashi plant (designated on 20, Jan. 1946)
   Hokuban plant (" " " ")
   Nishinomiya plant (" on 28, May 1946)
2. Osaka Prefecture
   Takatsuki Plant (designated on 20, Jan. 1946)

(b) For the plan of railway restoration for rehabilitation of the civil industry and stabilization of the public life in Japan, much is expected of the Kawasaki Rolling-stock Mfg. Co., Ltd. (6, 1-chome, Wadayama-dori, Hyogo-ku, Kobe) (not under reparation control) Above all, we cannot but expect too much of this company which has had fine technique and experiences for a long time for production of the gasoline-engine for railroad car. In spite of this condition, this company cannot begin to produce the gasoline-engine for railroad

Nishinomiya plant (")
Takatsuki plant (in Osaka ")

8, May 1947

(a) In regard to the plants under mentioned of the Kawasaki Aircraft Mfg. Co., Ltd., as designated for control as Air-craft plant in the directive dated as under mentioned, we have taken and are also taking action necessary to assure its satisfactory control and custody.

1. Hyogo Prefecture
   Akashi plant (designated on 20, Jan. 1946)
   Hokuban plant (" " " ")
   Nishinomiya plant (" on 28, May 1946)
2. Osaka Prefecture
   Takatsuki Plant (designated on 20, Jan. 1946)

(b) For the plan of railway restoration for rehabilitation of the civil industry and stabilization of the public life in Japan, much is expected of the Kawasaki Rolling-stock Mfg. Co., Ltd. (6, 1-chome, Wadayama-dori, Hyogo-ku, Kobe) (not under reparation control) Above all, we cannot but expect too much of this company which has had fine technique and experiences for a long time for production of the gasoline-engine for railroad car. In spite of this condition, this company cannot begin to produce the gasoline-engine for railroad car for partial shortage of machine equipments.

Therefore, for opening of their production by the reason described on attached sheets, we apply for exemption of sixty two from reparation control among the machine equipments which the Kawasaki Aircraft Mfg. Co., Ltd. procured from the Kawasaki Rolling-stock Mfg. Co., Ltd., in October 1942. We are much obliged to you if you give us a kind favour on this matter.

Director of Reparation Enforcement Bureau,
Ministry of Commerce and Industry

K. Tamaki

(K. Tamaki)

I The subject of this application is a partial exemption of the machine equipments which were there in the Akashi plant (designated on 20, Jan. 1946), the Hokuban plant (designated on 20, Jan. 1946), the Nishinomiya plant (designated on 28, May 1946) and the Takatsuki plant (designated on 20, Jan. 1946) of the Kawasaki Industrial Co., Ltd. (formerly called the Kawasaki Air-craft Mfg. Co., Ltd.) as designated for control as Air-craft plant, so that the Kawasaki Rolling-stock Mfg. Co., Ltd. may use them.

Contents to be required to exempt from reparation control are as follows:-

Name of Plant	Location	No. of machines
1. Hyogo pref.		
Akashi plant	100, Otsubo Kanigasaka, Akashi City	8
Nishinomiya plant	11, Tsumon Takamatsu, Nishinomiya City	18
Hokuban plant	794, Kami Takino, Takino-cho, Kato-gun	14
2. Osaka pref.		
Takatsuki plant	55, Akutagawa, Takatsuki City	22
Total	Four plants	62

Remarks: Details are shown at the Annexed sheets No. 1

	Nishinomiya City	18
Hokuban plant	794, Kami Takino, Takino-cho, Kato-gun	14
2. Osaka pref:		
Takatsuki plant	65, Akutagawa, Takatsuki City	22
Total	Four plants	54

Remarks: Details are shown at the Annexed sheets No. 1

1. Outline of the Kawasaki Rolling-Stock Mfg. Co., Ltd. which expects to use the machine equipments above mentioned is as follows.

(A) Name of firm
Kawasaki Rolling-stock-Mfg. Co., Ltd.
(Kawasaki Sharyo Kabushiki Kaisha)

(B) Location
6. Ichibe, Wadayama-dori, Hyogo-ku, Kobe City.

(C) Date of commencement of enterprise
July 1907

(D) Brief history of this firm
1) In May 1886, the enterprise was commenced under individual management for the purpose of ship building, borrowing the Hyogo Ship-yard from the Japanese Government. It is the origin of the Kawasaki Heavy Industries Ltd.
Having been delivered from the Japanese Government in July 1888, the Hyogo Ship-yard was renamed the Kawasaki Dockyard Co., limited company, changed that organization in Oct. 1896. Hereupon, the period of individual management ended and the Kawasaki Dockyard Co., Ltd. (called the Kawasaki Heavy Industries Ltd. at present) was opened. (Capital at that time 4,000,000 Yen)

2) In July 1906, the plant was built at the location above mentioned (II - (B)) inaugurating manufacture of locomotive and car under the name of the Hyogo Branch Works of the Kawasaki Dockyard Co., Ltd. (called the Kawasaki Rolling-stock Mfg. Co., Ltd. at present) It is the origin of the Kawasaki Rolling-stock Mfg. Co., Ltd.

3) In Jan. 1914, the name of this company was changed to the Hyogo Works of the Kawasaki Dockyard Co., Ltd.

4) In May 1928, this company was separated from the Kawasaki Dockyard Co., Ltd. and was registered as an independent concern under the new name of the Kawasaki Rolling-stock Mfg. Co., Ltd.

of the Kawasaki Heavy Industries Ltd.

Having been delivered from the Japanese Government in July 1888. the Hyogo Ship-yard was renamed the Kawasaki Dockyard Co., limited company, changed that organization in Oct. 1896. Hereupon, the period of individual management ended and the Kawasaki Dockyard Co., Ltd. (called the Kawasaki Heavy Industries Ltd. at present) was opened. (Capital at that time 4,000,000 Yen)

2) In July 1906, the plant was built at the location above mentioned (II - (B)) inaugurating manufacture of locomotive and car under the name of the Hyogo Branch Works of the Kawasaki Dockyard Co., Ltd. (called the Kawasaki Rolling-stock Mfg. Co., Ltd. at present) It is the origin of the Kawasaki Rolling-stock Mfg. Co., Ltd.

3) In Jan. 1914, the name of this company was changed to the Hyogo Works of the Kawasaki Dockyard Co., Ltd.

4) In May 1928, this company was separated from the Kawasaki Dockyard Co., Ltd. and was registered as an independent concern under the new name of the Kawasaki Rolling-stock Mfg. Co., Ltd. (Kawasaki Sharyo Kabushiki Kaisha) without changing products. (Capital at that time, 12,000,000 Yen)

5) In May 1934, the capital was reduced to 10,000,000 Yen, but was increased to 20,000,000 Yen in Jan. 1937 and reached to 30,000,000 Yen in May 1940.

Since commencement of an enterprise the Kawasaki Rolling-stock, Mfg. Co., Ltd. has been consistent throughout to produce rolling-stock, that is steam and electric locomotives, passenger and tram-cars, and freight cars etc. even during war time, and the output in this company was remarkable.

On the other hand, the automobile mfg. shop in this company began to manufacture gasoline-engines for railroad cars, buses and trucks etc. by order of the Transportation Ministry in 1930, and continued to produce them enlarging the scale of this shop.

6) In Oct. 1942, by order of the Army, the automobile mfg. shop above mentioned could not but stop to manufacture automobiles, and equipments in this shop were transfered to the Kawasaki Aircraft Mfg. Co., Ltd. (commencement of enterprise, July 1918. the Kawasaki Industrial Co., Ltd. called now)

7) After the war-termination, the Kawasaki Rolling-stock Mfg. Co., Ltd. has continued to produce rolling-stock and receiving permission for resumption of essential civilian commodities (Permit No. IG-85) on 9, Jan.1946, this company has been making efforts for rehabilitation of essential civilian industry in Japan with its valuable experiences for a long time.

(E) Annual products from 1934 to 1936

(1) Rolling-stock shop

	1934,	1935,	1936,
Steam & Electric locomotive	68	120	121
Passenger & tram-car	153	135	141
Freight car	500	920	875
Bridge girder(in set)	368	147	108

(2) Automobile shop

	934,	1935,	1936,
Gasoline-engine for railroad car	45	38	28
Truck	52	66	175
Bus	23	23	16

(F) Annual products from 1937 to 1945

(1) Rolling-stock shop (unit of price:- Yen)

		Steam & Electric locomotive	Passenger & Tram-car	Freight car	Bridge girder
1937	No.	147	162	1,012	sets 83
	Amt.	10,565,890	2,870,885	2,247,220	581,756
1938	No.	201	121	1,155	94
	Amt.	18,523,890	3,589,792	4,256,962	751,700

Freight car	500	920	875
Bridge girder(in set)	368	147	108

(2) Automobile shop

	934,	1935,	1936,
Gasoline-engine for railroad car	45	38	28
Truck	52	66	175
Bus	23	23	16

(F) Annual products from 1937 to 1945

(1) Rolling-stock shop (unit of price:- Yen)

		Steam & Electric locomotive	Passenger & Tram-car	Freight car	Bridge girder
1937	No.	147	162	1,012	sets 83
	Amt.	10,565,890	2,870,885	2,247,220	581,756
1938	No.	201	121	1,155	94
	Amt.	18,523,890	3,589,792	4,256,962	751,700
1939	No.	171	160	1,279	
	Amt.	18,019,595	4,531,330	4,470,482	
1940	No.	213	183	1,246	
	Amt.	22,623,233	6,197,126	4,842,630	
1941	No.	180	176	991	
	Amt.	22,606,089	6,931,887	4,289,616	
1942	No.	145	35	637	
	Amt.	18,478,959	3,420,628	4,277,344	
1943	No.	178	28	1,007	
	Amt.	23,989,835	1,529,191	6,685,197	
1944	No.	151	15	856	
	Amt.	28,457,743	927,800	11,774,134	
1945	No.	15	36	144	
	Amt.	5,624,850	11,009,280	4,668,269	

(2) Automobile shop (unit of price : - yen)

		Gasoline-engine for railroad car	Automobile
1937	No.	49	241
	Amt.	358,820	1,690,232
1938	No.	14	393
	Amt.	70,135	3,247,300
1939	No.	22	530
	Amt.	83,097	4,508,659
1940	No.	63	817
	Amt.	108,097	7,545,646
1941	No.	12	1,121
	Amt.	45,340	12,300,253
1942	No.	8	973
	Amt.	82,000	10,733,550

Remarks: In Oct. 1942, the automobile shop was transfered to the Kawasaki Air-craft Mfg. Co., Ltd.

1940	No.	63	817
	Amt.	108,097	7,545,646
1941	No.	12	1,121
	Amt.	45,340	12,300,253
1942	No.	8	973
	Amt.	82,000	10,733,550

Remarks: In Oct. 1942, the automobile shop was transfered to the Kawasaki Air-craft Mfg. Co., Ltd.

(a) Products post-war of the Kawasaki Rolling-stock Mfg. Co., Ltd.

Permit date for resumption of essential civilian commodities :

9, Jan. 1946

Permit No. : IG - 85

(1) Monthly output after permit for resumption of essential civilian commodities (Unit of price:- Yen)

		Steam & Electric Locomotive	Passenger, Tram-car & Freight-car	Repairs for Locomotive	Repairs for car	Small lots
1946 Jan.	No.	2	18	1	2	
	Amt.	1,169,600	2,269,320	74,071	30,040	178,120
Feb.	No.	3	12	3	8	
	Amt.	1,754,400	3,609,600	235,931	349,600	2,380
Mar.	No.	0	36	5	12	
	Amt.	0	4,518,480	640,050	524,400	48,658
Apr.	No.	0	32	8	21	
	Amt.	0	8,372,800	729,650	996,000	139,040
May	No.	2	36	6	10	
	Amt.	4,249,200	11,239,200	265,550	437,000	456,788
				7		

Mar.	No.	0	36	5	12	
	Amt.	0	4,518,480	640,050	524,400	48,658
Apr.	No.	0	32	8	21	
	Amt.	0	8,372,800	729,650	996,000	139,040
May	No.	2	36	6	10	
	Amt.	4,249,200	11,239,200	265,550	437,000	456,788
June	No.	2	36	7	17	
	Amt.	4,249,200	11,239,200	245,100	1,870,000	124,916
July	No.	3	20	8	13	
	Amt.	7,109,200	9,479,200	522,300	1,430,000	3,910,981
Aug.	No.	3	20	6	4	
	Amt.	7,299,200	10,213,000	360,000	488,000	104,565
Sept.	No.	2	13	8	4	
	Amt.	4,249,200	8,113,400	480,000	488,000	,299,365
Oct.	No.	3	19	7	0	
	Amt.	9,049,200	10,047,000	420,000	0	3488,815
Nov.	No.	4	18	8	12	
	Amt.	11,173,800	8,856,400	645,000	1,920,000	3,38,754
Dec.	No.	33	16	7	9	
	Amt.	6,373,800	5,856,600	1,040,900	1,554,000	3 37,832
1947 Jan.	No.	2	9	2	6	
	Amt.	6,824,600	5,380,900	695,829	461,000	74,728

Sept.	No.	2	13	8	4	
	Amt.	4,249,200	8,113,400	480,000	488,000	,299,365
Oct.	No.	3	19	7	0	
	Amt.	9,049,200	10,047,000	420,000	0	3488,815
Nov.	No.	4	18	8	12	
	Amt.	11,173,800	8,856,400	645,000	1,920,000	3,38,754
Dec.	No.	33	16	7	9	
	Amt.	6,373,800	5,856,600	1,040,000	1,554,000	3 37,832
1947 Jan.	No.	2	9	2	6	
	Amt.	6,824,600	5,380,900	695,829	461,000	74,728
Feb.	No.	1	14	4	11	
	Amt.	2,124,600	8,571,100	920,000	1,998,000	60,735
Mar.	No.	2	23	2	9	
	Amt.	4,249,200	11,440,300	460,000	1,326,000	1,060,000
Total	No.	32	322	82	13	
	Amt.	69,975,200	114,206,500	7,763,481	13,872,040	17,870,577

2) Producting plan hereafter of this company in 1947

Steam & Eledtic locomotive	45
Passenger & Tram-car	144
Freight car	300
Repairs for locomotive	12
Partial repairs	60
Gasoline-engine for railroad car	100

(Details are shown at the following)

3) Anticipated number of gasoline-engine for railroad car in 1947

The Transportation Ministry expects for the Kawasaki Rolling-stock Mfg. Co., Ltd. to produce gasoline-engines for railroad cars as under mentioned.

Their capacity & general features

Type		GMF-13	GMH-17
Dia of cylinder		130 m/m	130 m/m
Stroke		160 "	160 "
Volume of cylinder		12.7 litre	15.9 litre
Standard R. P. M.		1,300	1,500
Horse power		100	150
Measurement of engine	length	1,520	1,840
	width	712	712
	height	918	918
Casting	Cylinders are made of simple casting.		

Remarks:- Besides, these accessories, which are clutch, change speed gear and repairs of gasoline-engine for railroad car and manufacture of parts to exchange shall be done together.

Anticipated number of products

Gasoline-engine for railroad car 100

Note:- New products 100 are projected in 1947 and 50% thereof is applied to cars in action as spare engines, and the other 50% is applied to reserved car-bodies without engine.

[illegible] of railroad cars is one of the most [illegible]

Type		GMF-13	GMH-17
Dia of cylinder		130 m/m	130 m/m
Stroke		160 "	160 "
Volume of cylinder		12.7 litre	16.9 litre
Standard R. P. M.		1,300	1,500
Horse power		100	150
Measurement of engine	length	1,520	1,840
	width	712	712
	height	918	918
Casting	Cylinders are made of simple casting.		

Remarks:- Besides, these accessories, which are clutch, change speed gear and repairs of gasoline-engine for railroad car and manufacture of parts to exchange shall be done together.

Anticipated number of products

Gasoline-engine for railroad car 100

Note:- New products 100 are projected in 1947 and 50% thereof is applied to cars in action as spare engines, and the other 50% is applied to reserved car-bodies without engine.

The restoration of railroad cars is one of the most important matters beyond despute for rehabilitation of the civil industry and stabilization of the public life. For execution of this plan we expect too much of production of the Kawasaki Rolling-stock Mfg. Co., Ltd. which has had fine technique and experiences for a long time for gasoline-engine for railroad car. Moreover, with due regard to the existing state that the Niigata Tekkosho Co., Ltd. (in Saitama Prefecture) which had some experiences and capacity for such production has been designated from reparation control, we must expect almost 100% to this company which has not been designated for reparation control.

But the Kawasaki Rolling-stock Mfg. Co., Ltd. cannot fulfil the purpose without utilization of sixty two machine equipments in the Kawasaki Air-craft Mfg. Co., Ltd. which are required to exempt from reparation control in this application.

As for sixty two machine equipments, the Kawasaki Rolling-stock Mfg. Co., Ltd. hopes to fill up them among all machine equipments of the former automobile mfg. shop in this company which were transfered to the Kawasaki Air-craft Mfg. Co., Ltd. in 1942 by order of the Army as described on (II - (D) - 6 , But as a part of them was lost by air-raids in the Kawasaki Air-craft Mfg. Co., Ltd. during war time, instead of it this company hopes to take the ones which were not transfered to the Kawasaki Air-craft Mfg. Co., Ltd., if they are the same types as the transfered machines.

With the present machine equipments only, this company cannot execute production above mentioned at the point of machinery and number of machines, so this company hopes eagerly that the machine equipments above mentioned are exempted from reparation control.

(H) Outline of machine equipments

1) Outline of the present machine equipments in the Kawasaki Rolling-stock Mfg. Co., Ltd.

Classification	No. of unit capable to operate	damaged by air-raids	total
Machine-tool & Industrial machine	447	112 (82)	559
Precision measuring instrument	16	0	16
Casting equipment	36	0	36
Electric "	264	184 (45)	448
Traffic & wooding machine etc.	124	182 (65)	306
Total	887	478(190)	1,365

Note:- (1) Number in parenthesis shows that of reparable machines.
(2) Details of machines capable to operate are shown at the annexed sheets No. 2.

(H) Outline of machine equipments

1) Outline of the present machine equipments in the Kawasaki Rolling-stock Mfg. Co., Ltd.

Classification	No. of unit capable to operate	No. of unit damaged by air-raids	total
Machine-tool & Industrial machine	447	112 (82)	559
Precision measuring instrument	16	0	16
Casting equipment	36	0	36
Electric "	264	184 (43)	448
Traffic & wooding machine etc.	124	182 (65)	306
Total	887	478(190)	1,365

Note:- (1) Number in parenthesis shows that of reparable machines.
(2) Details of machines capable to operate are shown at the annexed sheets No. 2.

2) Ratio of the machine equipments to be required to exempt from repa§ ration control for the machine equipments which the Kawasaki Aircraft Mfg., Co., Ltd. procured from the Kawasaki Rolling-stock Mfg. Co., Ltd. by order of the Army in Oct. 1942

Name	No. of unit procured	No. of unit to be required to exempt	Ratio
Machine-tool	609	54	8.8%
Industrial machine	99	0	0%
Electric machine	103	4	3.9%
Other machine	97	4	4.1%
Total	908	62	16.8%

Remarks:- See the annexed sheets No. 1

(I) Ratio of number of ~~monthly~~ annual main products of the Kawasaki Rolling-stock Mfg. Co., Ltd. for number of the same products in whole country

Products	Whole country	Kawasaki Rolling-Stock	Ratio	Remarks
Steam & Electric locomotive	179	27	15%	converted into c59
Passenger & tram car	756	141	19%	converted into "Omu"35
Freight car	1,531	333	22%	converted into "Tomu"
Gasoline-engine for railroad car and its parts			100%	see the above ((G)-3)

(J) The reason why we request for a partial exemption among the machine equipments of the Kawasaki Air-craft Mfg. Co., Ltd.

1) As above mentioned, the subject of this application is as follows. The machine equipments concerned were not made and established in the Air-craft plant for the purpose of production of aeroplane, but installed for the purpose of production of gasoline-engine for railroad car in the Kawasaki Rolling-stock Mfg. Co., Ltd.

2) The Kawasaki Rolling-stock Mfg. Co., Ltd. contributes greatly to restoration of Japanese railway post-war, and above all, as for gasoline-engine for railroad car, we cannot but expect to this company almost 100% by reason as described in detail on (II ~ (G) - 3).

By the reason above mentioned we hope to be exempted sixty two described on the annexed sheets No. 1 among the machine equipments in the Akashi, Hokuban, Nishinomiya and Takatsuki plant of the Kawasaki Air-craft Mfg. Co., Ltd.

and its parts		100%	see the above ((G)-3)

(J) The reason why we request for a partial exemption among the machine equipments of the Kawasaki Air-craft Mfg. Co., Ltd.

1) As above mentioned, the subject of this application is as follows. The machine equipments concerned were not made and established in the Air-craft plant for the purpose of production of aeroplane, but installed for the purpose of production of gasoline-engine for railroad car in the Kawasaki Rolling-stock Mfg. Co., Ltd.

2) The Kawasaki Rolling-stock Mfg. Co., Ltd. contributes greatly to restoration of Japanese railway post-war, and above all, as for gasoline-engine for railroad car, we cannot but expect to this company almost 100% by reason as described in detail on (II ← (G) - 3).

By the reason above mentioned we hope to be exempted sixty two described on the annexed sheets No. 1 among the machine equipments in the Akashi, Hokuban, Nishinomiya and Takatsuki plant of the Kawasaki Air-craft Mfg. Co., Ltd.

Annexed sheets No. 1

Details of machine equipments
to be required to exempt from repara-
tion control

cf: - (I) and (II - (H) - 2)

Annexed sheets No. 1

Details of machine equipments
to be required to exempt from repara-
tion control

cf: - (I) and (II - (H) - 2)

Annex No. 1 - (1)

Akashi plant (100, Otsubo Kanigasaka, Akashi City, Hyogo Prefecture)

Inventory serial No.	Nome of machine	Class	Manufactuper
13 - 17 - 1	Lathe engine lathe	1	Magdeburg
- 4	" " "	2	Tokyo Gasudenki
- 58	External cylindrical grinding machine	1	Niigata
- 71	Surface grinding machine vertical spindle reciprocating table	2	Niles
- 102	Gear finishing machine tooth champfering	2	Akamoku Kikai
- 121	Electric hoist capacity 1 ton	2	Hidachi
- 202	Electric dynamometer 200 HP DC.	2	Central electric
- 60	Grinding machine external cylindrical	2	Tokyo Gasudenki

Total 8 sets

- 102	Gear finishing machine tooth champfering	2	Akamoku Kikai
- 121	Electric hoist capacity 1 ton	2	Hidachi
- 202	Electric dynamometer 200 HP DC.	2	Central electric
- 60	Grinding machine external cylindrical	2	Tokyo Gasudenki
	Total 8 sets		

Hokuban plant (Takino-cho, Kato-gun, Hyogo Prefecture)

Inventory serial No.	Name of machine		Class	Manufacturer
13 - 20 - 10	Grinding machine	Miscellaneous spline	2	Hokushin Denki
- 292	Gear cutting ea gear shaper	External & internal spur gear	1	Fellows
- 81	Gear tooth grinding machine	Generating spur type	2	Niigata
- 284	Milling machine	Single spindle Automatic Horizontal	1	Passuino Miloni
- 71	Lathe	Turret ram type std.	1	Herbert
- 838	Grinding machine	Internal cylindrical universal	2	Heald
- 822	" "	External cylindrical universal	2	Brown & Sharp
- 178	Measuring machine	gear tooth measuring	1	Nakajima
- 952	Welding machine	Electric DC 37 KVA	1	Hidachi
- 855n	Miscellaneous metal working equipment heat treating furnace	electric 95 KW	1	Matsushita
- 856	" " "	"	1	"
- 274	Miscellaneous machine	slotting machine	1	Hirao

- 71	Lathe	Turret ram type std.	1	Herbert
- 838	Grinding machine	Internal cylindrical universal	2	Heald
- 822	" "	External cylindrical universal	2	Brown & Sharp
- 178	Measuring machine	gear tooth measuring	1	Nakajima
- 952	Welding machine	Electric DC 37 KVA	1	Hidachi
- 855n	Miscellaneous metal working equipment heat treating	furnace electric 95 KW	1	Matsushita
- 856	" " "	"	1	"
- 274	Miscellaneous machine slotting machine		1	Hirao
- 276	Milking machine	Knee type Horizontal	1	Ikegai
- 233	Gear cutting & finishing machine	gear hobber single spindle type	2	Nita
	Total	14 sets.		

Nishinomiya plant (11 Tsumon Takamatsu Nishinomiya, Hyogo Prefecture)

Inventry Serial No.	Name of machine						Class	Manufacturer
				m/m		m/m		
13-24- 21	Lathe	engine	lathe	700	X	800	1	Monarch
- 22	"	"	"	460	X	1500	1	Riken Kogyo
- 31	"	"	"	520	X	1200	2	Showa Kikai
- 82	"	"	"	460	X	1600	2	Wakayama
- 88	"	"	"	400	X	1400	2	Toyo Kikai
- 19	"	"	"	400	X	760	1	"
- 20	"	"	"		"		1	"
- 24	"	"	"		"		1	"
- 75	"	"	"		"		1	"
- 87	"	"	"		"		2	"
- 14	Milling machine	Knee type Horizontal					1	Hidachi
- 44	Internal cylindrical grinding machine						1	Toyo Kogyo
- 95	Boring machine	Drilling & milling					1	Wakayama
- 96		"					1	Arno plauert
- 97	"	"					1	Kearns
- 99	Drilling machine	Radial plain type					1	Ikegai
-121	Electric dynamometer	DC 150 HP					2	Meidensha
-117	"	"	DC 50 HP				2	General electric

- 19	" " "	400 X 760	1	"
- 20	" " "	"	1	"
- 24	" " "	"	1	"
- 75	" " "	"	1	"
- 87	" " "	"	2	"
- 14	Milling machine	Knee type Horizontal	1	Hidachi
- 44	Internal cylindrical grinding machine		1	Toyo Kogyo
- 95	Boring machine	Drilling & milling	1	Wakayama
- 96	"		1	Arno plauert
- 97	" "		1	Kearns
- 98	Drilling machine	Radial plain type	1	Ikegai
-121	Electric dynamometer	DC 150 HP	2	Meidensha
-117	"	" DC 50 HP	2	General electric
	Total		18 sets	

Takatsuki plant (35, Akutagawa, Takatsuki City, Osaka Prefecture)

Inventry Serial No.	Name of machine		Class	Manufacturer
32-6-296	Honing machine	Internal cylindrical type	2	Osaka Kiko
-555	Milling machine	Planer type	2	Ingersoll
-407	" "	Knee type vertical	1	Osaka Kiko
-1196	" "	Cam milling	2	Reinecker
-431	Broaching machine	Internal & surface vertical type	2	Shibaura
-716	Boring machine	Jig boring	1	Genevois
-300	" "	Precision vertical	1	Krause
-464	Drilling machine	Radial type	1	Ikegai
-858	Lathe	Engine lathe for crank	2	Okuma
-1108	"	" " " "	2	"
- 402	"	Turret Horizontal	2	Herbert
-1180	Grinding machine	Cam grinding	2	Landis
-1137	" "	External cylindrical	1	Showun
- 231	" "	" "	2	Okuma
	" "	" "		

-432	Broaching machine	Internal & surface vertical type	2	Shibaura
-716	Boring machine	Jig boring	1	Genevois
-300	" "	Precision vertical	1	Krause
-464	Drilling machine	Radial type	1	Ikegai
-858	Lathe	Engine lathe for crank	2	Okuma
-1108	"	" " " "	2	"
- 402	"	Turret Horizontal	2	Herbert
-1180	Grinding machine	Cam grinding	2	Landis
-1137	" "	External cylindrical	1	Showun
- 231	" "	" "	2	Okuma
-1201	" "	" " centerless	2	Hokushin
-1220	" "	Universal tool & cutter grinding	2	Cincinnati
-1116	Milling machine	Knee type vertical	2	Wanderer
-1119	" "	" " "	2	Hidachi
-1046	Milling machine	Knee type Horizontal	2	Hidachi
- 90	Drilling machine	Radial type	2	Ikegai
-1642	Air compressor	100 HP recipro type	1	Hidachi
-1091	Grinding machine	Surfacing	2	Blanchard
	Total	22 sets		

Annex No. 1 (5)

Annexed sheets No. 2

Details of machine equipments
capable to operate in the Kawasaki
Rolling-stock Mfg. Co., Ltd.

cf; - (II - (H) - 1)

Details of machine equipments

capable to operate in the Kawasaki

Rolling-stock Mfg. Co., Ltd.

cf; - (II - (H) - 1)

Annex No. 2 - 1)

1) Machine tool

Name	No. of unit	Capacity & dimension
Lathe	146	Bed length 2-22 feet
Drilling machine	94	Arm " 4-6 "
Milling "	47	No.2-No.5 & Planer type
Boring "	38	Boring bar dia. 60-210 m/m
Grinding "	29	Grinding work dia. 120-450 "
Gear cutting "	1	Max, work dia. 8/5 "
Planing "	36	Table length 5-17 inch
Shaping "	18	Ram stroke 16-24 "
Slotting "	31	" " 12-24 "
Metal cutting saw & other	21	
Total	461	

2) Industrial machine

Name	No. of unit	Capacity & dimension
Forging machine	18	1/6 - 2 ton
Shearing "	7	Max. sheet thickness 1.5-3 m/m
		" " " 3/4 inch

Gear cutting "	1	Max, work dia.	8/5 "
Planing "	36	Table length	5-17 inch
Shaping "	18	Ram stroke	16-24 "
Slotting "	31	" "	12-24 "
Metal cutting saw & other	21		
Total	461		

2) Industrial machine

Name	No. of unit	Capacity & dimension
Forging machine	18	1/6 - 2 ton
Shearing "	7	Max. sheet thickness 1.5-3 m/m
Punching "	5	" " " 3/4 inch
Shearing & punching machine	2	" " " 3/8 "
Bending roller	5	" " " 3/8-1 "
Hydraulic pressure machine	31	Max. pressure 17-400 ton per sq. inch
Total	68	

3) Casting equipments

Name	No. of unit	Capacity & dimension
Electric furnace	4	1,500 - 4,000 Kg
Converting "	1	1,000 "
Blast furnace for pig-iron	5	1,000 - 5,000 "
" " for alloy	2	300 "
Gas furnace for alloy	1	200 "
Moulding machine & others	23	
Total	36	

4) Electric equipments

Name	No. of unit	Capacity & dimension
Motor	207	1/2 - 500 HP
Transformer	53	20 - 1,500 KVA
Generator	3	200 - 700 HP
Switch board	37	2,200 - 3,300 V
Air compressor	7	3 - 570 HP
Total	307	

4) Electric equipments

Name	No. of unit	Capacity & dimension
Motor	207	1/2 - 500 HP
Transformer	53	20 - 1,500 KVA
Generator	3	200 - 700 HP
Switch board	37	2,200 - 3,300 V
Air compressor	7	3 - 570 HP
Total	307	

5) Precision measuring machine

Name	No. of unit	Capacity & dimension
Shore harness tester	2	500 & 5,000 lb. per sq. inch
Spring tester	2	15 & 300 K
Vertical materials testing machine	3	25 - 50 ton
Vertical bending tester	1	3 HP
Impact tester	2	16.6 & 30 Kg
Impulse "	1	50 K
Amsler tensometer	1	50 ton
Fatigue tester	1	3A - 34 AP
Air brake "	1	5 K
Air leakage "	1	"
Brake cylinder testing machine	1	8 K
Total	16	

Impulse "	1	50 K
Amsler tensometer	1	50 ton
Fatigue tester	1	3A - 34 AP
Air brake "	1	5 K
Air leakage "	1	"
Brake cylinder testing machine	1	8 K
Total	16	

6) Wooding machine

Name	No. of unit	Capacity & dimension
Wooding lathe	5	6 - 8 feet
Drilling machine	4	Swing 2-3 "
Circular sawing machine	13	Saw dia. 28-40 "
Band " "	7	Saw pully dia. 3-10 "
Shaping machine	1	Max. breadth 24 "
Champfering "	4	" " 2 "
Hand planing "	2	" " 2 "
Others	16	
Total	52	

7) Other equipment

Name	No. of unit	Capacity & dimension
Arm crane	13	1.5 - 10 ton
Overhead travelling crane	59	2 - 40 "
Electric hoist	8	1 - 3 "
Arc welding machine	30	10 - 15 KW
Blower	9	

Hand planing	"	2	" "	2 "
Others		16		
Total		52		

7) Other equipment

Name	No. of unit	Capacity & dimension
Arm crane	13	1.5 - 10 ton
Overhead travelling crane	59	2 - 40 "
Electric hoist	8	1 - 3 "
Arc welding machine	30	10 - 15 KW
Blower	9	
Pump	18	
Total	137	
Grand total	1,077	

Copy of

Permit for Reconversion from War
Production of Essential Civilian Commodities

issued by Headquarters I Corps

Permit for Reconversion from War

Production of Essential Civilian Commodities

issued by Headquarters I Corps

Copy - (1)

HEADQUARTERS I CORPS
APO 301 (Osaka, Honshu)

LS/tf.

AG 319.1 - BA

Date 9 Jan 46

SUBJECT: Permit for Reconversion from War Production and for Resumption of Production of Essential Civilian Commodities.

TO : Kawasaki Locomotive & Car Co. Ltd.
(Name and address of firm)

6, 1-chome Wadayamadori Hyogoku Kobe

(Name and location of plant)

1. In accordance with the provisions of paragraph 3 of Directive No. 3 from the Supreme commander Allied Powers, dated 22 September 1945, you are authorized to commence operation of your plant, and to manufacture the essential civilian commodities listed in annex 1 to this permit.

2. This permit grants authority only to operate. The acquisition of materials, parts, and sub-assemblies, as well as the disposition of finished products and establishment of sales prices, will be in accord with the regulations of the Imperial Japanese Government.

3. You will notify this headquarters in writing of the exact date upon which you commence manufacturing operations. This notice will be mailed not later than late of commencement of operations.

4. Two months after the date of commencement of operations, and at the end of each month thereafter until notified to the contrary by this Headquarters, a report will be made to the Commanding General, I Corps, APO 301, Attention: Military Government Section. This report will be written in English and will list each item, by name, type and quantity produced by the above identified factory. This report will be delivered to Corps Headquarters not later than fifteen (15) days after the conclusion of the period to which the report pertains.

BY COMMAND OF MAJOR GENERAL WOODRUFF:

1. In accordance with the provisions of paragraph 3 of Directive No. 3 from the Supreme commander Allied Powers, dated 22 September 1945, you are authorized to commence operation of your plant, and to manufacture the essential civilian commodities listed in annex 1 to this permit.

2. This permit grants authority only to operate. The acquisition of materials, parts, and sub-assemblies, as well as the disposition of finished products and establishment of sales prices, will be in accord with the regulations of the Imperial Japanese Government.

3. You will notify this headquarters in writing of the exact date upon which you commence manufacturing operations. This notice will be mailed not later than late of commencement of operations.

4. Two months after the date of commencement of operations, and at the end of each month thereafter until notified to the contrary by this Headquarters, a report will be made to the Commanding General, I Corps, APO 301, Attention: Military Government Section. This report will be written in English and will list each item, by name, type and quantity produced by the above identified factory. This report will be delivered to Corps Headquarters not later than fifteen (15) days after the conclusion of the period to which the report pertains.

BY COMMAND OF MAJOR GENERAL WOODRUFF:

W. A. SWEETEN
Lt. Colonel AGD
Adjutant General

Info Copies To:
GHQ, SCAP (Attn: E & S Sec.)
CG, Eighth Army (Attn: MG Sec.)
CG, 33rd Inf., Div., APO 33
Imperial Japanese Government (Kyoto Liaison Bureau)

1 Incl:
Annex 1

Copy - (2)

HEADQUARTERS I CORPS
APO 301 (Osaka, Honshu

ANNEX NO. 1

PERMIT NO. IC - 85

Permission is granted to Kawasaki Locomotive & Car Co. Ltd.
6, 1-chome Wadayamadori Hyogo-ku Kobe
(Name and address of company)
to produce at the _____
(Name and location of plant)
the following items listed below:

a. Locomotives, Steam
b. " Electric
c. Railroad cars, Passenger
d. " " Freight
e. Tram or Street cars

(Nothing follows)

Index

Military Correspondences

No.	Late	Sulject	Remarks
1278	19 Jun	Pe+i+ion Reques+ing Par+ial Exclusion rom Rep ra+ions Lis+ing K wasaki Rolling S+ock M g. Co. L+d.	
973	26 Jun	Pe+i+ions or Exclusion orm Repara+ions Program	
1295	26 Jun	Pe+i+ion or Exclusion o+ he Machine ry Owned by General Mo+ors Co. L+d. rom Repa ra+ions	
1305	27 Jun	e+i+ion or Exemp+ion o+ Machinery in Shipyards Subjec+ o Repa ra+ions	

HEADQUARTERS
OSAKA MILITARY GOVERNMENT TEAM
APO 660

CJM/kn

27 June 1947

SUBJECT: Petition for Exemption of Machinery in Shipyards Subject to Reparations

TO: Osaka Liaison Office

1. Reference to letter from Governor of the Osaka Prefecture, subj: Subsidiary Petition for Exemption of Some Machines of Reparations Shipyards Located in Osaka Prefecture from Inventories, dated 30 May 1947.

2. Referenced petition is returned. The Osaka Mil Govt Team has been informed by higher headquarters that official instructions concerning certain categories of machines in integrated reparations plants will be forthcoming in the near future. Until that time, action on this petition will be suspended.

FOR THE COMMANDING OFFICER:

1 Incl:
Petition (quad)

EDWARD B. MILLETT
Major, F. A.
Adjutant

OSAKA M.G
RES-COM-IND
FILE 1205

HEADQUARTERS
OSAKA MILITARY GOVERNMENT TEAM
APO 660

CJM/kn

23 June 1947

SUBJECT: Petition for Exclusion of the Machinery Owned by General Motors Co. Ltd., from Reparations

TO: Osaka Liaison Office

1. Reference to letter, Finance Ministry, Osaka Office, file no. NP 289, subj: as above, dated 2 June 1947.

2. Contents of the above letter have been noted and appropriate information has been forwarded to higher headquarters.

3. Upon receiving instructions from the Commanding General, Eighth Army, the Osaka Mil Govt Team will notify you as to the disposition of these looted machines. Until that time, routine maintenance and custody of these machines should continue. No transfer of machinery is authorized at this time.

FOR THE COMMANDING OFFICER:

1 Incl:
Petition (dup)

EDWARD B. MILLETT
Major, F. A.
Adjutant

OSAKA M.G
RES-COM-IND
FILE 295

HHH/jc

21 November 1946

SUBJECT: Petition for Exemption of Reparations Machinery

THROUGH: Osaka Liaison Office

TO: Osaka Railway Division

1. The machinery you have requested for use is under custody and control for reparations purposes. All equipment of this nature has been declared not essential for the civilian economy of Japan. It is therefore not possible to grant exemption of machinery under reparations listing. The fact that this equipment belongs to a Military Arsenal makes the matter doubly impossible.

2. It is recommended that you confer with the Commerce & Industry Section of the Osaka Prefectural Office in order to procure the machines which are essential for maintenance of your rolling stock. If such machinery cannot be located or obtained from any non-reparations sources, use of machines belonging to a privately owned and presently non-operating reperations plant may be considered.

FOR THE COMMANDING OFFICER:

Incl:
Petition from subject company (quad)

EDWARD B. MILLETT
Major, F.A.
Adjutant

HHH/jc

21 November 1946

SUBJECT: Petition for Exemption of Reparations Machinery

THROUGH: Osaka Liaison Office

TO: Osaka Railway Division

1. The machinery you have requested for use is under custody and control for reparations purposes. All equipment of this nature has been declared not essential for the civilian economy of Japan. It is therefore not possible to grant exemption of machinery under reparations listing. The fact that this equipment belongs to a Military Arsenal makes the matter doubly impossible.

2. It is recommended that you confer with the Commerce & Industry Section of the Osaka Prefectural Office in order to procure the machines which are essential for maintenance of your rolling stock. If such machinery cannot be located or obtained from any non-reparations sources, use of machines belonging to a privately owned and presently non-operating reparations plant may be considered.

FOR THE COMMANDING OFFICER:

Incl:
Petition from subject company (quad)

EDWARD B. MILLETT
Major, F.A.
Adjutant

445—

HEADQUARTERS
OSAKA MILITARY GOVERNMENT TEAM
APO 660

HHH/kn

26 March 1947

SUBJECT: Petitions for Exclusion from Reparations Program

TO: Commanding General
I Corps, APO 301
ATTENTION: Mil Govt Sec

1. For the plants listed in Inclosure 1 and on dates appearing opposite each, a petition was forwarded to your Headquarters for exclusion from reparations program.

2. At this writing no information has been received as to disposition of these petitions.

FOR THE COMMANDING OFFICER:

1 Incl:
List of Plants

EDWARD B. MILLETT
Major, F. A.
Adjutant

173

HHH/kn

HEADQUARTERS
OSAKA MILITARY GOVERNMENT TEAM
APO 660

26 March 1947

SUBJECT: Petitions for Exclusion from Reparations Program

TO: Commanding General
I Corps, APO 301
ATTENTION: Mil Govt Sec

1. For the plants listed in Inclosure 1 and on dates appearing opposite each, a petition was forwarded to your Headquarters for exclusion from reparations program.

2. At this writing no information has been received as to disposition of these petitions.

FOR THE COMMANDING OFFICER:

1 Incl:
List of Plants

EDWARD B. MILLETT
Major, F. A.
Adjutant

773

ENCLOSURE 1

AIRCRAFT PLANTS

Plant Code No.	Plant Name	Date Rels. Ord.
16	Osaka Aluminum Seisakusho - Sakai	8 Nov 46
134	Nippon Kizai Kogyo K.K.	18 Nov 46

IRON STEEL PLANTS

119	Yamato Seiko K.K. - Osaka	7 Nov 46
120	Nakayama Seiko K.K. - Funamachi	19 Dec 46

MACHINE TOOL PLANTS

96	Osaka Kikai Seisakusho K.K. - Osaka	7 Nov 46
135	Nakajima Kikai - Mikuni	23 Dec 46

MUNITIONS PLANTS

43	Chuo Kogyo K.K. - Kashima	4 Nov 46
44	Daido Kogyo K.K. - Katano	24 Dec 46
50	Hinode Kogyo K.K. - Main	31 Dec 46
57	Kyomoto Kikai K.K. - Fuse	18 Nov 46
58	Matsubara Tekkosho K.K. - Kami	1 Nov 46
75	Shimano Tekkosho K.K. - Sakai	14 Nov 46
79	Teikoku Seitan Kogyo K.K.	31 Oct 46
82	Toyo Mishin Seisakusho K.K. - Fuse	14 Nov 46

SHIPYARDS

129	Fujinagata Shipbuilding Co. Main	1 Nov 46
130	" " Funamachi	1 Nov 46

CJM/kn

HEADQUARTERS
OSAKA MILITARY GOVERNMENT TEAM
APO 660

19 June 1947

SUBJECT: Petition Requesting Partial Exclusion from Reparations Listing
Kawasaki Rolling Stock Manufacturing Co. Ltd.

TO: Osaka Liaison Office

1. Reference to letter, Osaka Liaison Office, subj: Forwarding a Petition for Exclusion of Reparations Machines, dated 17 Jun 47.

2. Before the Osaka Mil Govt Team can act upon the attached petition, it is necessary that certain additional information be secured.

3. In the letter submitted by the Central Liaison Office, Japanese Government, it has been stated in the last sentence of the third paragraph that the rolling stock company is "truly one of the indispensable plants in this country". As used in the English language, the word, indispensable means that a certain thing or object can not be done without. The Osaka Mil Govt Team requests that statistics from the proper agency of the Japanese Government be furnished showing how the economy of Japan would come to a complete and sudden collapse unless this rolling stock company were to continue in existence.

4. Information is also requested outlining action taken to secure substitute machines from other sources, and the results of such action.

5. A history of the 22 machines is requested showing the type of work and the products worked upon by each of the 22 machines involved in Osaka Prefecture.

6. In addition, information is needed showing the relationship between the Kawasaki Aircraft Co. and the Kawasaki Rolling Stock Manufacturing Co. Ltd. Included in this should be statements as to

OSAKA M.G
RES-COM-IND
FILE 220

BASIC: Ltr, Hq Osaka Mil Govt Team, APO 660, subj: Petition Requesting Partial Exclusion from Reparations Listing, Kawasaki Rolling Stock Manufacturing Co. Ltd., dtd 19 Jun 47.

the stock holders of each company.

7. It is also desired that the exact use to which the gasoline engines are to be put in the railroad cars be explained.

FOR THE COMMANDING OFFICER:

1 Incl:
Petition (quint)

EDWARD B. MILLETT
Major, F. A.
Adjutant

OSAKA M.G
RES-COM-IND
FILE