

HEADQUARTERS  
U.S. STRATEGIC BOMBING SURVEY  
(PACIFIC)  
APO #234  
C/O POSTMASTER, SAN FRANCISCO.

INTERROGATION NO. 59  
(Obtain from G-2)

PLACE Tokyo, Japan  
DATE 16 October 1945

Division of Origin CIVILIAN DEFENSE

Subject: POST RAID CLEARANCE AND REPAIRS

Personnel interrogated and background of each:

TAKANO, Tsutomu	--	Engineer in Roads Section, Home Ministry.
YUZAWA, Mr.	--	Official attached to Roads Section, Home Ministry
MACHIDA, Tomatu	--	Planning Section, Home Ministry, Formerly Head of Public Property Section, Air Defense Hq.
YAMADA, Mr.	--	Engineer in Roads Section, Home Ministry.

Where interviewed: MINISTRY OF HOME AFFAIRS.

Interrogator: Lt. Col. SHOEMAKER and Lt. F.H. LEWIS.

Interpreter: Mr. KERR.

Allied Officers Present: Ensign D.P. HORNSTEIN, USNR.

Summary:

The interrogation developed the fact that plans for post air raid clearance were not made until after the October 1944 raid. Although no law had been passed to provide funds for the purpose, the central government provided funds upon request from prefectures, distribution being made through Air Raid Defense General Headquarters. In cases of emergency, funds were provided direct to cities and towns.

INTERROGATION

- Q: Did the central government issue orders to the city to clean away post raid-debris?
- A: Yes, the prefectures had some money set aside for this purpose, when these funds proved insufficient the prefectures requested additional funds from the central government.
- Q: Was a law passed to provide for this?
- A: No, the money was distributed by the Air Raid Defense General Headquarters. There was no law, orders were issued in the name of the Home Ministry.
- Q: Did your section have connection with the Air Raid Defense General Headquarters?
- A: The head of the Air Raid Defense General Headquarters was the Minister of Home Affairs, and the officials of the Air Defense General Headquarters paralleled the officials of this Ministry.
- Q: With what section of the Air Defense General Headquarters did this particular section (roads) correspond?
- A: The equipment section.
- Q: Which section of the Air Defense General Headquarters handled post-raid clearance?
- A: The public properties section.
- Q: When did the first request for help come in?
- A: We cannot answer this at the moment, we will try to obtain this information before the end of this interview.
- Q: In supplying money and material for post-raid clearance did the central government deal only with the prefectures or did they also deal directly with the local city and towns?
- A: In theory we did not deal directly with the cities, however, in cases of emergency we were forced to.
- Q: Did the central government take the initiative in supplying money and material for post-raid repairs?
- A: Yes, otherwise it would have been too slow. There is a system through which this assistance was given. I will get you a document describing this system.
- Q: Did you have volunteers to help with the actual work in the field?
- A: Yes, but they had no direct connection with the Air Defense General Headquarters.
- Q: What responsibility did the central government take in repairing roads?
- A: We gave funds and material.

Q: How much money did the central government supply?

A: Two-thirds of the total amount necessary was contributed by the central government and the other one-third was supplied locally. From October 1944 we set aside a six million Yen budget which was to be supplemented as necessary. The air raids, however, became so fierce that they were only able to repair such vital and necessary installations as the water works in Osaka and Nagoya, as a consequence only one-half of this budget has been spent.

Q: Why did you wait until 1944 to set aside a budget for post-raid clearance?

A: Serious bombings did not start until last year.

Q: Weren't the first raids prior to October?

A: Yes, but as they were not anticipated there were only local preparations in effect.

Q: Did these raids result in further preparations?

A: They did to a degree but we still did not anticipate the magnitude of the raids until October.

Q: Was there any increase in preparations after the Doolittle raid in 1942?

A: Although Air Defense preparations were carried out from 1937 there were no preparations made for clearance until last year. We regret that this office cannot give you information concerning the actual engineering processes involved.

Q: Is this office familiar with shelters?

A: Yes, I will bring you a document describing it.

Q: Did this section handle post-raid temporary housing?

A: No, that was handled by the emergency instructions section.

Q: By whom was the metal remaining on bombed-out property salvaged?

A: This is only our personal opinion, as we have no reliable authority on this subject, but we believe that it was collected by the owner of the property. In the event the owner was killed someone having connection with the property probably salvaged all available scrap metal.

Q: Did this section issue any instructions to any person or group on post-raid clearance?

A: I will bring you one of the pamphlets which we distributed concerning emergency repairs.

Q: Will you give us a list of the people in Osaka, Kobe, Kyoto, Nagasaki, and Nagoya who were responsible for carrying out post-raid clearance in those areas?

A: We shall supply you with this list.

j. The efficiency of labor is stated to have dropped to one-third toward the end of the war. Control of labor began in 1938. Workers were frozen to their jobs in all industries that were deemed essential.

k. Peak power loads were reduced in the winter. The greatest reduction (an average of 40%) occurred in the winter of 1939. This was due to consolidation of power companies and elimination of some small power plants.

During the war the average reduction of peak load was 20% during the winter due to the cessation of activity by the hydroelectric power stations.

l. Branches of the industry that suffered most from air attacks were the wireless manufacturers. Production of vacuum tubes suffered especially. Toward the end of the war it fell to a disastrous level.

m. Concentration on electric equipment for the ship-building and submarine program switched to aircraft electric equipment about Aug-Sept. 1944.

n. Production increased till Autumn 1944. Then air raids, lack of materials, transportation difficulties and lack of adequate production facilities (eg. electric wire & cable) combined to cause production to fall.

o. Dispersal of manufacturing began in Nov. 1942. Main dispersal in the electrical industry began about Sept. 1944. Dispersal of Aircraft production began about a year earlier.

p. HAZARA (The Managing Director) estimates that 5 to 7% of all industrial production was contributed by the electrical industry. This proportion is slightly less for labor, since more machinery is used in this industry than in the average industry. This is true for 1940, the proportion may be lower during the war, due to emphasis on production of commodities essential for war.