DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

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

Description of contents

(1) Box no. 2881

(2) Folder title/number: (14)
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(3) Date: Dec. 1946 - June 1949

(4) Subject:

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(5) Item description and comment:
Tokai-Hokuriku

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OFFICE FILE COPY

Report Control Symbol 48/E/IR/5

GIFU
MILITARY GOVERNMENT TEAM
APO 25, Unit 2 (Gifu, Honshu)

NA/tt

500

3 July 1948

SUBJECT: Special Report on Transportation Facilities

TO: Commanding Officer
Tokai-Hokuriku Military Government Region
APO 710

In compliance with Section II, Memorandum No. 45, Hq, Tokai-Hokuriku Military Government Region, dated 11 June 1948, the following report on transportation problems is submitted:

1. Insofar as freight movements by rail are concerned, it has been found that the virtual monopoly enjoyed in this business by the government railways and the Japan Express Co. tends to make these agencies less likely to make energetic effort to provide adequate service to shippers than would be the case if competition existed. Since no immediate development of competing organizations is foreseen, it is believed to be essential that the coordinators of the Economic Stabilization Board establish and maintain by inspection rigid standards of service by the abovementioned agencies. Principal factors to be considered are:

a. Schedules to provide priority movement of essential materials.

b. Adequate information services to shippers so that they may plan production, packing and local hauling to coincide with freight schedules.

c. Periodic conferences with shippers to determine their problems and to advise them of current transportation policy and availability of facilities.

2. Altho the above matters can be handled to a limited degree on the prefectural level, it has frequently been found that the local railway and express agencies must refer all matters regarding car allocations and priority schedules to be regional offices in Nagoya. It is believed that more efficient administration can be achieved if the local offices are given greater latitude of action. If such a policy is not deemed advisable, the limitations of the local agencies should be categorically established and made known to the public to prevent their "passing the luck" in matters which are actually their responsibility.

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GMGT 500 3 July 1948
Subject: Special Report on Transportation Facilities

3. Altho there is little movement of empty rail facilities, it has been observed that motor carriers operated by private trucking companies frequently make empty return trips in areas where movement of essential goods is delayed. No legal authority is known to exist requiring these agencies to secure return loads when available. It is recommended that consideration be given such regulations.

4. Stockpiles of lumber, charcoal, firewood and lignite are the principal problems of this nature in this prefecture. With the exception of lumber, reduction of these stockpiles has been progressing well. The stockpile of lumber, however was increased from 453,715 koku in January 1948 to 701,803 koku in April. Reduction to 678,826 koku was accomplished during May. Principal causes are the limited supply of railroad cars for this purpose and the occasional allocation of boxcars which are less efficient for this purpose than flat cars.

SIDNEY T. MIXON
Major, Inf.
Commanding

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Reports Control Symbol OCTS-(GT)-04

HEADQUARTERS
GIFU MILITARY GOVERNMENT TEAM
APO 25, Unit 2 (Gifu, Honshu)

NA/RR/tt

500

11 February 1949

SUBJECT: Transportation Control of Critical Materials

TO: Commanding Officer
Tokai-Hokuriku Military Government Region
APO 710

In compliance with 1st Ind., your headquarters, dated 20 January 1949, to ltr, Headquarters I Corps, subject: "Transportation Control", dated 18 January 1949, the following report is submitted:

1. Effect of "Transportation Certificate Ordinance" on utilization of available transportation capacity:

a. Altho no specific statistics were obtainable, it was the consensus of agencies concerned with transportation problems that enforcement of transportation controls has reduced the utilization of carrier capacity for non-essential goods from 30 percent of all capacity prior to controls to 10 percent at the present time. These figures are substantiated by records of police inspections.

b. With specific reference to rail shipment, representatives of the Japanese Government Railways and the Japan Express Co. concur in the following:

(1) The control of movement of goods provided by the ordinance has resulted in availability of approximately 50 percent more rail freight capacity for shipment of essential items. This is particularly true in this prefecture in regard to shipments of lumber and other forestry products, stockpiles of which have existed at greatly decreased levels since the enforcement of controls.

(2) With reference to the certificate system itself, it has made possible more expeditious handling of freight shipments at loading points, way points and destinations. The availability of the data on the certificate facilitates inspection, which may now often be accomplished by a spot check.

2. Recommendations for modification of transportation certificate controls:

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Reports Control Symbol QCTS-(OT)-04

CMCT 500 11 February 1949
Subject: Transportation Control of Critical Materials

a. The inability of police to open and search boxed shipments without a search warrant serves frequently to delay shipments. Knowing this fact, shippers of illegal cargoes frequently go to elaborate ends to disguise the real nature of the goods and then route them thru busy checkpoints. (e.g: A truckload of boxes marked "Toilet Articles" and smelling of perfume was found actually to contain rice, with perfume sprinkled on the boxes.) It is believed that conditions under which police may perform a minute inspection should be defined to make unnecessary the procurement of a search warrant in each such case.

b. Altho the burden of police inspections and accompanying inevitable delays in movement have decreased somewhat, the controls will not act as a positive, over-all deterrent until the punishments, both financial and otherwise, for violations are more severe. It is recommended that minimum fines be set at a level which will represent real punishment and not simply token judgement, as is generally the case at present. This factor is particularly significant in small shipments.

c. Re-use, or attempts at re-use, of legitimately issued certificates are frequent. Instances where re-use is successful are normally made possible by the failure of police effectively to cancel certificates. This, of course, results in some loss of capacity for legitimate shipments. It is recommended that a more positive procedure of cancellation of certificates be initiated and required of all agencies handling the certificates.

SIDNEY T. MIXON
Major, Infantry
Commanding

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

HEADQUARTERS
GIFU MILITARY GOVERNMENT TEAM
APO 25, Unit 2 (Gifu, Honshu)

16 April 1949

SUBJECT: Transportation Needs

TO: Commanding General
Headquarters 8th Army
APO 503
ATTN: Major Davis - Transportation Section

1. The proposition as outlined by you on your recent visit to Gifu to curtail the transportation service now in existence between Gifu City and Camp Gifu is not concurred in by this headquarters.

ADLAI C. YOUNG
Col, Infantry
Commanding

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Reports Control Symbol 49/EIR/S

HEADQUARTERS
GIFU MILITARY GOVERNMENT TEAM
APO 25, Unit 2 (Gifu, Honshu)

TSR/RR/HP

500

4 June 1949

SUBJECT: Special Report on the Proposed Railroad Connecting Ogaki City and Tarumi, Gifu Prefecture

TRRU: Commanding Officer
Tokai-Hokuriku Military Government Region
APO 710

TO: Commanding General
Eithth Army
APO 343

MAIN FILE

1. The guns of Motosu and Ibi, located in the mountainous western area of Gifu prefecture constitute an area extremely rich in natural resources, but vertually undeveloped because, with the exception of a few narrow and dangerous roads, there is an utter lack of the means by which the wealth of this area can be transported to markets.

2. A detailed study of the natural resources and economic potentialities of this area has been conducted by this headquarters. The facts, as ascertained by this study, have made it evident that the development of this area which could be made possivle if a railroad were built would materially aid in the economic recovery of Japan in terms of: (a) alleviation of population pressure: (b) a greater output of food: (c) greater supplies of raw materials for the wool textile industry: (d) a substantial increase in the amount of lumber available for construction: (e) alleviation of the of such resources as mengarese, copper, lead, zinc, coal, limestone, flourspar, granite, marble and pebbles.

3. The following are absolute facts ascertained through the study of the area in question:

(a) The area is presently supporting a population of 95,906. Development of the area would permit the absorption of at least an additional 51,533 persons.

(b) Land available for reclamation totals 1145.2 cho (2,805.89 acres). At least 100 cho of this land could be utilized as rice land yielding an average of 50 bales of rice per cho - an annual output of 5,000 bales (2,000 koku).

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(c) Forest land totals 102,382.2 cho. An average of 114,088 koku of lumber is cut every year. If rail transportation were available. a yearly average of 495,493 koku could be cut without the danger of deforestation.

(d) The average output of charcoal per year is 2,105,000 kan; availability of rail transportation would permit an annual output of 3,185,000 kan.

(e) 4562 head of cattle and 414 head of sheep are presently being maintained. If rail transportation to carry livestock or meat to a market were available, and if winter feed could be carried into the area, at least 8,000 head of cattle and 9,000 head of sheep could be supported.

(f) Mineral resources abound in quantities so great that their extent has not yet been ascertained. All of these deposits are untouched with the exception of a few small deposits of manganese ore which are currently being mined, and several of the copper, lead and zinc deposits which were worked during the war. Such resources consist of rhodochrosite and rhodonite ores (MnCO3:MnSiO3)psilomelane ores (MnO:Mn2)containing from 25.83 percent Mn to 56.49 percent Nn: chalcopyrite ores (CuFeS2:FeS2) containing 18.19 percent Cu: galena-zinc blend ores (PbS:ZnS:FeS2) containing from 6.99 percent Pb to 12.95 percent Pb, and from 6.16 percent Zn to 9.76 percent An: bituminous coal deposits yielding an average of 6348 calories: and enormous deposits of high grade limestone, granite and marble. See inclosure 2 for a thorough analysis of the known mineral resources.

4. In order not to distort the facts, the figures set forth in paragraph 3 were derived from the actual prevailing conditions and the lowest estimates on future possibilities. However, in order to portray the enormous potential of the area, this headquarters feels justified by virtue of the knowledge gained throughtthe detailed study made of the area, in presenting its estimate of the economic gain to be derived in the event arailroad is constructed.

(a) Land available for reclamation including flatlands presently devoted to the culture of bambco, and hillsides capable of being cultivated, would total approximately 1,600 cho (3,921.6 acres)

(b) With proper reforestation measures being effected, a yearly average of approximately 650,000 koku of lumber could be cut without danger of deforestation.

(c) In Neo mura only (See Number 1 under Motosu-Gun - Inclosure 1) several valleys averaging 8 to 15 miles long by ¼ to 3/4 miles wide exist wherein the population is practically nil and only about one percent of the

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land is under cultivation. The grass in these valleys grows to a height of six feet during the summer; sufficient grass could be cut and stored for winter feed to be used from 15 December until 15 February when the area is completely covered with snow. Stock raising, however, is presently unprofitable since the only means of gaining access to these valleys is on foot walking distances of from four to nine miles from the nearest road. If the proposed railroad were constructed, the cattle could easily be shipped from the Tarumi Station, Neo Mura. Utilization of these valleys plus the numerous other valleys and lower hill country in Motosu and Ibi-guns should be able to support a cattle industry of at least 12,000 head.

(d) Utilization of the more rugged hillsides could support a thriving sheep industry of an estimated 10,000 head. Winter feed, however, would have to be shipped into the area.

(e) Traces of silver and gold are found in some of the pyrite ores: some samples of coal have yielded 8,400 calories upon analysis. Low grade iron ores exist.

(f) Exploitation of the natural resources of the area, and the stimulation of stock raising made possible through the construction of a railroad would also permit the development of related industries. Manganese processing plants; lead, zinc and copper refineries, the meat packing industry, a dairy industry, wool textile mills, commercial fertilizer plants (lime). wood processing mills, paper pulp factories, and many other industries, where location near the source of raw materials is economically necessary, could be supported.

(g) Such development as would be possible upon the completion of a railroad in this area would probabley permit an absorption of an additional 200,000 population which could maintain an average or better than average standard of living.

5. Construction of a railroad between Ogaki City and Tarumi, Neo-Mura, following approximately the boundary between Ibi and Motosu guns was begun in 1931. The foundations of 21 bridges were constructed; the super-structures of 13 of these were 80 percent completed and the remaining 8 were 50 percent completed. Of the two tunnels necessary, one was 100 percent completed while the other was 50 percent finished. All station sites were planned, and 22.4 kilometers of roadbed (63.2 percent of the total distance of the line) was constructed. This partially constructed section of the line is designated on inclosure 1 by the blue line between Ogaki City and Nagase-mura. The remaining 13 kilometers over which the line was to run was surveyed and plans already made for its completion when the war with China necessitated

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GMGT

4 June 1949

Subject: Special Report on the Proposed Railroad Connecting Ogaki City and Tarumi, Gifu Prefecture.

the government's acquisition of all steel possible. Several kilometers of rail which had been laid, and all of the steel bridges were dismantled and carried away.

6. Remaining today are the foundations of the 21 bridges, the two tunnels (one partially completed), the 22.4 kilometers of roadbed, and the station sites. Completion of the line as far as Nagase-mura would entail only the construction of the superstructures for these 21 bridges, the completion of the one tunnel and the laying of 22.4 kilometers of rails. From Nagase-mura to Tarumi (the red line on Inclosure 1) 20 bridges and 4 tunnels would have to be built, 13 kilometers of roadbed constructed, and the track laid. An estimate on the cost of the completion of the line as submitted to this headquarters by the prefectural government is:

From Ogaki City to Nagase-mura	¥224,584,000
From Nagase-mura to Tarumi	¥521,107,400
Total Cost	¥745,691,400

7. Recommendations:

(a) Investigation of the natural resources, and other economic potentialities of Ibi and Motosu-guns, Gifu Prefecture, be made for the purpose of determining whether or not the national income to be derived from the exploitation and development of this area would justify the expenditure of the capital necessary to complete the railroad which would make possible such exploitation and development.

(b) If the economic gain which could be made possible by the completion of the proposed railroad would justify the outlay of government money for its construction, steps be taken to insure that the Japanese government gives consideration to such a project at the earliest possible date.

ADLAI C. HYOUNG
Colonel, Infantry
Commanding

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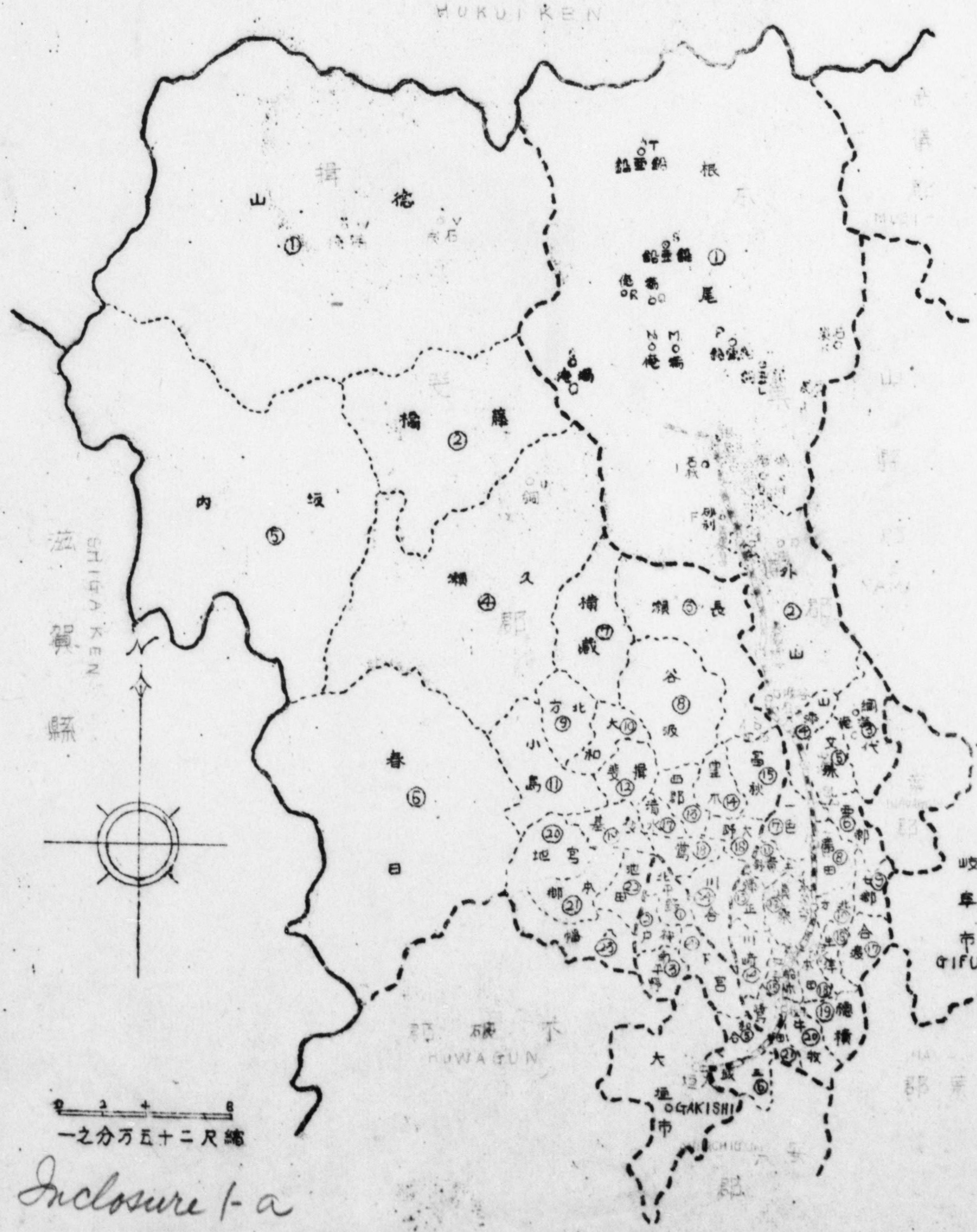
圖布分源資下地設敷線見樽



Inclosure 1-a

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Name of village and town			
Motosugun		5	Sakauchimura
		6	Kasugamura
1	Neomura	7	Yokokuramura
2	Toyamamura	8	Taniqumimura
3	Ajiramura	9	Kitagatamura
4	Yamazoimura	10	Yamatomura
5	Monjumura	11	Ogimamura
6	Saigōmura	12	Ichicho
7	Isaikimura	13	Saigunmura
8	Mashirodamura	14	Toyokimura
9	Nanasatomura	15	Tomiakimura
10	Kitagata-cho	16	Onocho
11	Tokinomura	17	Kiyomizumura
12	Makuwamura	18	Uguisumura
13	Danjomura	19	Yagimura
14	Kawasakimura	20	Miyagimura
15	Hunakimura	21	Hongomura
16	Namazumura	22	Ikedamura
17	Gōdomura	23	Yawatamura
18	Hondenmura	24	Kawaimura
19	Honzumimura	Anpachigun	
20	Washikimura		
21	Sagitamura	1	Kitahiranomura
Ibigun		2	Gōdocho
		3	Minamihiranomura
1	Tokuyamamura	4	Shimomiyamura
2	Fujihashimura	5	Wagomura
3	Nagasemura	6	Mikimura
4	Kusemura		

Name of mine		
	Name	Name of product
A	Sukerokusekkai	Lime
B	Yamadasekkai	Lime
C	Okumurakozan	manganese
D	Kinbarakozan	manganese
E	Hinatakozan	manganese
F	Takao	Gravel
G	Okudanikozan	manganese
H	Ogihorakozan	manganese
I	Itasho	Stone
J	Matsudatonkō	Coal
K	Hatsukadanitanko	Coal
L	Kanayamakozan	Lead. Zinc
M	Kadowakikozan	manganese
N	Nagaminetanko	manganese
O	Hachiyakozan	manganese
P	Koburadanikozan	Lead. Zinc
Q	Nagashimakozan	manganese
R	Kuramikozan	manganese
S	Kurotsukozan	Lead. Zinc
T	Okawarakozan	Lead. Zinc
U	Hanabusakozan	Copper
V	Tokugamatonkō	Coal
W	Shinkokozan	manganese

Inclosure 1-B.

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MINERAL RESOURCES*

Mine	Location	Type of Ore	Analysis	Estimated Reserves	Remarks
Hanabusa	Kuse-Mura, Ibi Gun	Chalcopyrite	CU 18.19% S 36.50% SIO_2 1.96% FE 34.34%	50,000,000 Tons	1 - Excellent quality 2 - Isolated area; No roads 3 - Not operating 4 - Could be shipped profitable as ore
Shinko	Tokuyama Mura Ibi Gun	Rhodochrosite Rhodonite	MN 47.15% SIO_2 14.24% FE 1.01%	500,000 Tons	1 - Excellent quality 2 - Isolated area; no roads 3 - Operating on small scale 4 - Installation of cable possible
Okumura	Asiro Mura Motosu Gun	Rhodochrosite Rhodonite	MN 44.61% SIO_2 15.10% FE 1.89%	Unknown but estimated to be large.	1 - Very good quality 2 - Operating on small scale
Kimbara	Neo Mura Motosu Gun	Psilomelane	MN 56.47% SIO_2 .49% FE 1.90%	60,000 Tons known Reserves estimated to be unlimited	1 - Among the very best Manganese ores in Japan by virtue of high MN content and low SIO_2 content.
Kanayama	Neo Mura Motosu Gun	Galena Zinc Blend Iron Pyrite	Pb 6.99% ZN 9.76% S 20.26% CU .84% SIO_2 39.8?% FE 14.57%	Unknown Estimated to be unlimited	1 - Good ore 2 - Isolated location; No roads 3 - Not operating 4 - Construction of cable possible

Inclosure 2

Mine	Location	Type of Ore	Analysis	Estimated Reserves	Remarks
Nagashima	Nee Mura Motosu Gun	Rhodochrosite Rhodonite	MN 44.8% SiO2 10.4% FE 1.8%	Estimated 100,000 tons Probable Reserves - 1,000,000 tons or more	1 - Very good quality 2 - Operating 3 - Cable constructed 4 - High cost of transportation the only deterring factor to greater output
Matsushita	Nee - Mura Motosu Gun	Bituminous Coal	Calorie 6743 Ash 12.8% Moisture 4.6% Sulfur 3.6% Fixed Carbon 80.7% Volitile Matter 12.8%	1,000,000 Tons	1 - Isolated location 2 - Never operated 3 - Coal found in long narrow seams.
Hinata	Toyama Mura Motosu Gun	Psilomelane	MN 25.8% SiO2 9.7% FE 1.9%	Unlimited	1 - Operating 2 - Cable constructed 3 - Monthly output - 200 tons 4 - With rail transportation available, could mine 1500 to 2000 tons monthly.
Higashi Matsuda	Nee Mura Motosu Gun	Rhodochrosite Rhodonite	MN 26.6% SiO2 18.9% FE 1.6%	Unknown Estimated to be unlimited	1 - Isolated present roads 2 - Formerly operated: now not operating 3 - Cable constructed 4 - Excessive cost of transportation forced suspension of operations.

Inclosure 2

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Mine	Location	Type of Ore	Analysis	Estimated Reserves	Remarks
Kurozu	Nee Mura Motosu Gun	Galena Zinc Blend Iron Pyrite	Pb 12.95% ZN 6.16% CU 1.65% S 24.11% FE 28.10% SIO_2 24.95%	Unknown Believed to be great	1 - Isolated location 2 - Construction of cable from deposits to road possible 3 - Near Tarumi 4 - Several tunnels dug about 50 years ago when the deposits were worked for gold and silver.

*These ten summaries were selected from 18 areas wherein deposits either exist or were rumored to exist. Several of the rumors pertaining to the existence of ores proved to be false upon investigation. Several deposits of coal and lead, zinc ores which were investigated proved, upon analysis, to be of a very low grade. In all probability, however, vast resources of manganese, zinc, lead, copper, coal, and possibly silver and gold, exist which are unknown to this headquarters and to the Japanese.

All assays were made by Hamoru Kubo, Chief Chemist, Gifu Prefecture Industrial Laboratory.

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HEADQUARTERS EIGHTH ARMY
United States Army
Office of the Commanding General
APO 343

AG 454.1 (MG-En)

7 JAN 1947

SUBJECT: Movement of Forty Horses from Hokkaido to Gifu Prefecture

TO : Commanding General
I Corps
APO 301

1. Reference is made to letter, the Agricultural Association of Gifu Prefecture, subject: "Appeal for Transportation of Farming-Horses," dated 7 December 1946 with 1st Indorsement thereto, Gifu Military Government Team (inclosure 1).

2. The Imperial Japanese Railway has been instructed to take immediate action in moving the forty horses. Priority will be given this move as against all other freight except foodstuff, medicine and fuel.

3. Your Headquarters and the Gifu Military Government Team have been informed by telephone of the action taken.

BY COMMAND OF LIEUTENANT GENERAL EICHELBERGER:

R. SCHAFER
Lt.Col, AGD
Asst.Adj.Gen.

1 Incl:
Ltr Agricultural Assn
of Gifu Pref w/1st Ind.
Gifu MG Team

RECORDED MIS

HQ. 1 CORPS
AG 454

30857

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

ATTACH TO LETTER

BASIC: Ltr, Hq Eighth Army, AG 454.1 (MG-En), subj: "Movemebt of Forty Horses from Hokkaido to Gifu Prefecture", dtd 7 Jan 47.

AG 454 - BA 1st Ind JEE/yo

Hq I Corps, APO 301, 10 JAN 1947

TO: CO, Tokai-Hokuriku Mil Govt Region, APO 710

1. Attention is directed to basic communication.

2. It is desired that you inform Commanding Officer, Gifu Military Government Team, to forward communications, such as are inclosed, through proper channels in order that intermediate headquarters may be familiar with any correspondence forwarded to higher headquarters.

BY COMMAND OF MAJOR GENERAL WOODRUFF:

H. B. Taylor
H. B. TAYLOR
MAJOR, A.G.D.
ASST. ADJ. GEN.

1 Incl:
n/c

2nd Ind

Hq Tokai-Hokuriku Mil Govt Region, APO 710, 13 Jan 47

TO: CO, Gifu Mil Govt Team, APO 25

For compliance with 1st Ind.

BY ORDER OF COLONEL BURNELL:

Frank M. Wilkins
FRANK M. WILKINS
Maj FA
Adjutant

1 Incl:
1 copy w/d.

+11785

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

The Agricultural Association of
Gifu Prefecture

Dec. 7,1946

SUBJECT: Appeal for Transportation of Farming-Horses.

TO : Commanding Officer,
Gifu Military Government Team.

Dear sir,

At the chaotic stage immediately after the war there was a marked falling off in the number of oxen and horses ~~xxxx~~ used for farming, and as a result the security of ~~a~~ food in this prefecture was threatened.

In view of this fact we purchased fourty farming horses in the Obihiro District, Hokkaido last July.

These horses, however, are still being taken care in the pasture at Obihiro,owing to the hardship of getting freight cars for trahsportation.

There were already three snow-falls in the Obihiro District and the pasture isx now covered with snow.

The horses are in underfeeding and the transportation will become more difficult on account of the snow.

Such being the case we should like to appeal to you for help in giving an instruction to the master ofObihiro Railway Station that he should take immediate steps to send freight cars round to the station. We are longing far the arrival of the horses in consideration of the cultivation of next year and the welfare of the prople of this prefecture.

Station of departure: Obihiro Station,Hokkaido.

Destination : Ikeno Station on the Kinki Nippon Railway Line.

Freight cars required: 3

Horses loaded : 40

Yours sincerely.

Knicht. Endo

Kuichi Endo,

Chief, Stock Raising Section,
Agricultural Association of
Gifu Prefecture.

Incl/

SK/kg

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

1

316.

BASIC: Ltr, The Agricultural Association of Gifu Prefecture,
Subj: "Appeal for Transportation of Farming-Horses
dated Dec. 7, 1946

1st Ind.

GIFU MILITARY GOVERNMENT TEAM, APO 25, 30 December 1946

6464

TO: Commanding General, Eighth Army, APO 343
ATTN: Military Government Section

For your information, necessary action.

EDWARD L. LITTLETON
Lt. Col., CE
SMGO

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FRONT OFFICE

Report Control Symbol CMSS-12

GIFU
MILITARY GOVERNMENT TEAM
APO 25, Unit 2 (Gifu, Honshu)

NA/mo

520

10 July 1948

SUBJECT: Transportation Control of Critical Commodities.

THRU: Commanding Officer
Tokai-Hokuriku Mil. Govt. Region
APO 710

TO: Commanding General
Eighth Army, APO 343
ATTN: Military Government Section

In compliance with Par. 9, OB No.70, Headquarters Eighth Army, dated 9 December 1947, report of surveillance of transportation control of critical commodities by the Japanese government during the month of June 1948 is as follows:

1. Supervision of Inspection:

a. Locations, dates and numbers of inspections made by this headquarters are as follows:

Location	No. Inspections	Date
Ogaki Freight Station	1	8 June 1948
Ogaki Police Station	1	8 June 1948
Kake-cho Police Station	1	23 June 1948
Hashimoto Ry. Station	1	23 June 1948
Gifu City Freight Station	2	23 June 1948
Takayama Police Station Check Points	1	25 June 1948
Hozui Ry. Station	1	25 June 1948
Kasamatsu Check Point	1	26 June 1948
Tajimi Ry. Station	1	26 June 1948
Ogaki Police Check Point	1	26 June 1948

b. During the course of a fish and vegetable distribution control drive week, the surveillance team of this headquarters, in conjunction with Japanese police, uncovered several individuals transporting foodstuffs illegally. In each instance, the commodity was confiscated and the offenders reprimanded or sent to court, depending on the gravity of the offense.

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Report Control Symbol CSS-12

GMGT 520 10 July 1948
SUBJECT: Transportation Control of Critical Commodities.

2. Surveillance of local administration of program.

a. Names and titles of Japanese officials interviewed and dates of interviews:

Name	Title	Date
T. Miyakami	Chief, Ogaki Police Station	8 June 1948
M. Morikawa	Chief, Freight Section, Ogaki	8 June 1948
M. Urasaki	Naka Police Officer	23 June 1948
S. Shimoda	Com. & Ind. Sect., Hashiman-cho	23 June 1948
H. Sasayama	Station Master, Gifu City	23 June, 1948
M. Sugimura	Chief of Police, Takayama	25 June 1948

b. In addition to the above interviews, personnel of this headquarters conducted conferences in connection with the fish and vegetable drive week dealing with transportation control as follows:

(1) 14 June - General Planning Conference

(2) 17 June - Planning Conference especially for transportation control.

(3) 26 June - Critique Conferences in each of Gifu, Ogaki, Tajimi and Takayama Cities at the conclusion of the week.

c. As a part of the Drive Week, 23 June was designated transportation control day. Maximum police personnel were used on that day to survey all transportation compliance. Publicity devices were used to urge compliance with regulations.

FRANK C. SEITZ
Lt. Col., Inf.
Commanding

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

FRONT OFFICE COPY

Report Control Symbol [illegible]-12

GIFU
MILITARY GOVERNMENT TEAM
APO 25, Unit 2 (Gifu, Honshu)

320

9 June 1948

SUBJECT: Transportation Control of Critical Commodities.

TO: Commanding General
Eighth Army, APO 343
ATTN: Military Government Section

In compliance with Par. 9, Operational Directive No. 70, Headquarters Eighth Army, dated 9 December 1947, report of surveillance of transportation control of critical commodities by the Japanese Government during the month of May, 1948 is as follows:

1. Supervision of Inspection:

a. Locations, dates and numbers of inspections made by this headquarters are as follows:

Location	No. Inspections	Dates
Gifu City Station	2	10, 24 May
Gifu Baggage Office	1	17 May
Ote-machi	1	20 May
Tajimi City	3	21 May
Unuma-cho	1	24 May
Seki-machi	1	27 May

b. No violations were encountered by inspection teams of this headquarters.

2. Surveillance of local administration of program:

a. Names and titles of Japanese officials interviewed and dates of interviews:

Name	Title	Date
Inspector Matsuo	Chief, Crime Statistics Dept., Rural Police	5 May
M. Sasayama	Station Master, Gifu Ry. Sta.	10, 17 May
Inspector Otake	Chief, Econ. Section, Rural Police	15 May
K. Kamayama	Mayor, Seki-machi	27 May

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

GMGT 520 9 June 1948
Subject: Transportation Control of Critical Commodities.

Name	Title	Date
Y. Yakayama	Adm. of Fish & Vegetable Distribution Control	28 May
M. Yamada	Chief, Gifu Rural Police	29 May

b. Comments: It has been reported by the police that control should be extended to include transportation by various types of animal and human drawn wagons. Such vehicles, which frequently can carry more than small motor vehicles, are found to be transporting such items as lumber without certificates.

c. Police made 11,906 inspections during the reporting period and discovered 1122 violations. Seven prosecutions were originated. Five involved foodstuffs, one firewood and one textiles.

FRANK C. SMITH
Lt. Col., Inf.
Commanding

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Reports Control Symbol GE33-12

GIFU
MILITARY GOVERNMENT TEAM
APO 25, Unit 2 (Gifu, Honshu)

NA/mo

520

11 May 1948

SUBJECT: Transportation Control of Critical Commodities.

TO: Commanding General
Eighth Army, APO 343
ATTN: Military Government Section

In compliance with Par. 9, Operational Directive No. 70, Headquarters Eighth Army, dated 9 December 1947, report of surveillance of transportation control of critical commodities by the Japanese Government during the month of April 1948 is as follows:

1. Supervision of inspection:

a. Locations, dates and numbers of inspections made by this headquarters are as follows:

Location	No. Inspections	Dates
Kitagata-cho	2	15 Apr
Naka-machi	2	12 Apr
Ogaki-shi	2	16 Apr
Gifu-shi	4	1,14,19 Apr
Mino-machi	1	23 Apr
Funatsu-cho	1	24 Apr

b. The only violations encountered by inspection teams of this headquarters involved minor incompleteness of certificates. Corrective measures of instruction were taken.

2. Surveillance of local administration of program:

a. Names and titles of Japanese officials interviewed and dates of interviews:

Name	Title	Date
Inspector Otake	Chief, Economics Sec., National Rural Police	1-29 Apr
Chief Uehida	Kitagata Police Department	5 Apr
K. Chigusa	Economics Dept. Gifu Prefecture, Chief	8 Apr
G. Hayashi	Naka-machi Police Dept.	12 Apr
M. Yamashita	Chief, Economic Police, Ogaki-shi	16 Apr
H. Sasayama	Station Master, Gifu Ry. Station	19 Apr

MAIN OFFICE FILES

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Reports Control Symbol CSS-12 11 May 1948

GMGT
SUBJECT: Transportation Control of Critical Commodities.

Name	Title	Date
Y. Funaguchi	Asst. Chief, Hida Local Adm. Office	22 Apr
Y. Shimoda	Mino-machi Police	23 Apr
Mayor, Funatsu-cho		24 Apr
Chief, Funatsu Police Department		24 Apr
Chief, Rural Police in Funatsu-cho		24 Apr
Chief, Economics,	Funatsu City Office	24 Apr
Mr. Yokoyama	Adm. of Fish and Vegetable Distribution Program.	27 Apr

b. In addition to the above interviews, a conference was held on 15 April between the commanding officer and economics officer, this headquarters, and all section and department chiefs of the prefectural government concerned with the shipment and distribution of critical commodities.

c. Comments:

(1) A statistical analysis of the results of inspections made by the National Rural Police in this prefecture reveals that the illegal movement of large quantities of critical commodities is negligible. The bulk of the violations encountered, nearly all minor, involved individuals transporting small quantities of foodstuffs and fuel for personal use.

(2) It is believed that the principal weakness in the enforcement program currently rests with the autonomous police forces in small and medium size towns.

FRANK C. SEITZ
Lt. Col., Inf.
Commanding

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Report Control Symbol QESS-12

GIFU
MILITARY GOVERNMENT TEAM
APO 25, Unit 2, (Gifu, Honshu)

NA/mo

520

10 April 1948

SUBJECT: Transportation Control of Critical Commodities

TO : Commanding General, Eighth Army, APO 343
(Attn: Military Government Section)

In compliance with Par 9, Operational Directive No. 70, Headquarters Eighth Army, dated 9 December 1947, report of surveillance of transportation control of critical commodities during the month of March 1948 is as follows:

1. Supervision of Inspection:

a. Location, dates and numbers of inspections made by this headquarters are as follows:

Location	No. of Inspections	Dates
Gifu City	1	9 Mar
Takayama City	3	12, 13 Mar
Ogaki City	1	23 Mar
Saki-machi	2	24 Mar
Mitake-machi	1	25 Mar
Gero-machi	2	26 Mar
Hida-osaka	1	26 Mar
Takayama City	2	27 Mar
Funatsu-cho	1	28 Mar
Kasamatsu-machi	2	29 Mar
Kanogano-machi	2	31 Mar
Nagara-cho	1	31 Mar

b. No violations were encountered by inspection teams of this headquarters.

2. Surveillance of local administration of program:

a. Names and titles of Japanese officials interviewed and dates of interviews:

Name	Title	Date
Mr. Yokoyama	Adm. of Fish and Veg. Dist. Program	9 Mar
Mr. Kunieda	Chief, Food Sect., Gifu Pref. Govt.	10 Mar
Mr. Usugawa	Chief, Hida local Adm. Office	12 Mar

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Report Control Symbol CSS-12

Name	Title	Date
Mr. Misozoe	Mgr., Takayama Foodstuffs Wholesale Co., Ltd.	13 Mar
K. Tanaka	Vice Governor	16 Mar
K. Chigusa	Chief, Economics Dept.	16 Mar
T. Kurihara	Chief, Agriculture & Forestry Dept.	16 Mar
K. Kunieda- - - - -	-Chief, Food Section	16 Mar
M. Yamada	Chief, Rural Police Headquarters	16 Mar.
I. Ogawa	Chief, Liaison Office	16 Mar.
Mr. Shimizu	Ogaki Station Master	23 Mar.
Mr. Oguri	Chief, Kani Local Police	25 Mar.
Mr. Mohara	Asst. Chief of Police, Seki-machi	24 Mar.
S. Higashi	Chief of Police, Kanogano	31 Mar

b. In addition to the above interviews, conferences were held as follows:

(1) Takayama City, 12 March: Local officials, charcoal and lumber producers and transportation agencies.

(2) Gifu City, 16 March: All officials concerned with the distribution of critical foods.

c. Comments:

(1) Minor deficiencies in properly preparing control certificates have been discovered and corrective action taken.

(2) Co-operation of both rural and autonomous police has reduced illegal hauling by train and motor vehicles to an insignificant quantity. Extended efforts to push enforcement to include individuals carrying small quantities of foodstuffs in person and on small carts are being made.

(3) It is believed that education and public information on the subject is reasonably complete. All persons interviewed have been found to be cognizant of the provisions of the law and the intent of the program.

(4) A summary of the principles of the program was provided the 24th Infantry Regiment 24 March 1948. Reconnaisance parties from that headquarters are now making spot checks for compliance with the program thruout the prefecture.

FRANK C. SEITZ
Lt. Col., Inf.
Commanding

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Report Control Symbol QMSS-12

GIFU
MILITARY GOVERNMENT TEAM
APO 25, Unit 2 (Gifu, Honshu)

NA/fi

520

10 March 1948

SUBJECT: Transportation Control of Critical Commodities

TO: Commanding General, Eighth Army, APO 343
(Attn: Military Government Section)

In compliance with Par 9, Operational Directive No. 70, Headquarters Eighth Army, dated 9 December 1947, report of surveillance of transportation control of critical commodities during the month of February 1948 is as follows:

1. Supervision of Inspection.

a. Location, dates and numbers of inspections made by this headquarters are as follows:

Location	No. Inspections	Dates of Inspection
Gifu City	6	5,12,14,23 Feb.
Tajimi City	2	9 Feb.
Ogaki City	2	11 Feb.
Naka-cho	2	4,27 Feb.
Takayama City	2	25,26 Feb.
Furukawa Cho	1	26 Feb.
Sekigahara	1	24 Feb.

b. The following violations were encountered by inspection team of this headquarters and action taken as indicated:

(1) Yoshimi Kuwabara, 931 Toyama-mura, Motosu Gun, Gifu Ken was apprehended while transporting personally 35 bales of charcoal to Shoichi Niwa, Okoshi-cho, Nakajima-gun, Aichi-ken. The charcoal wasimpounded by the Japanese police and in the presence of the shipper, turned over to the Fuel Kodan, who paid the shipper the control price for the shipment. Charges were preferred against Kuwabara by the police.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Report Control Symbol QFSS-12

Subject: Transportation Control of Critical Materials

(2) Rihichi Amaki, Kamezaki-cho, Aichi-ken, was apprehended while transporting personally a truckload of textiles with the intent to sell them in Gifu. He had no certificate. Police required Amaki to sell the goods to the Textile Kodan at the official price and preferred charges against him.

(3) Shiro Morizaki, Fukiage-cho, Gifu City, had transported for himself six koku of cured lumber. Hajime Kawai, of the same address was the carrier. The owner was required to sell the material to the Lumber Sales Association at the official price.

2. Surveillance of Local Administration of Program:

a. Names and titles of Japanese officials interviewed and date of interviews:

Name	Title	Date Interviewed
Mr. Takada	Chief of Police, Tajimi	9 Feb 48
Mr. Nagata	Economics Police, Tajimi	9 Feb 48
Mr. Yamaguchi	Economic Police Section, Gifu Pref. Govt.	10 Feb 48
Mr. Yamashita	Chief, Economic Police, Ogaki City	11 Feb 48
Mr. Sasayama	Asst Chief, Freight Section, Gifu Railway Station	14 Feb 48
Mr. Yokoyama	Food Section, Gifu Pref. Govt.	16 Feb 48
Mr. Otake	Investigation Section, Criminal Dept., Gifu Office of National Rural Police	23 Feb 48
Mr. K. Ushimasa	Economic Police, Furukawa	26 Feb 48
Mr. Yamaguchi	" " "	26 Feb 48
Mr. S. Mizuguchi	Asst Police Inspector, Sakigahara	24 Feb 48
Mr. Watanabe	Police Sergeant, Gifu National Rural Police	27 Feb 48
Mr. Sugimura	Chief of Police, Takayama-city	25 Feb 48
Mr. Ishikawa	Chief of Police, Naka-cho	27 Feb 48

b. In addition to the above interviews, the importance of the program was stressed in connection with the fish and vegetable control drive at a meeting of all mayors and local office officials in the prefecture 20 February 1948.

c. Comments:

(1) Altho a certain amount of temporary inefficiency in forcement is inevitable during the current transformation of the police, it is believed that this has been kept at a minimum. This headquarters has urged adequate orientation of new officials in instances where persons not familiar with the purposes of the program have been installed.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Report Control Symbol QESS-12

Subject: Transportation Control of Critical Materials

(2) Investigations and checks by the various police agencies in the prefecture resulted in court action against 23 persons arrested in violation of transportation control regulations during the reporting period. The majority were instances of motor truck hauling. One large shipment of 300 kan of fish being transported by rail from Toyama Ken to this prefecture without certificate was reported.

(3) Principal commodities being hauled in violation of the regulations are rice, charcoal and textiles. It is believed that the enforcement program is reducing the number of unlawful transactions in such goods, since movement of large quantities is becoming increasingly unsafe.

FRANK C. SEITZ
Lt. Col., Inf.
Commanding

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

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CS35-12

GIFU
MILITARY GOVERNMENT TEAM
APO 25, Unit 2 (Gifu, Honshu)

KBG/rpw

FILE

12 February 1948

SUBJECT: Transportation Control of Critical Commodities

TO: Commanding General, Eighth Army, APO 343
(Attn: Military Government Section)

1. In compliance with paragraph 9 of Operational Directive 70, Headquarters Eighth Army, dated 9 December 1947, the following information is submitted:

a. Supervision of Inspection: a surveillance team composed of 1st Lt. Edward Greene, Sgt. Thomas Oshiro and T/5 Henry D. Howe supervised surveillance covering transportation from the Gifu Military Government Team. Aforementioned personnel worked with Japanese officials in checking the movement of critical commodities.

(1) Locations, number, and dates of inspection are as follows:

Location	Number	Dates of Inspection	Violations Encountered
Gifu-city	7	23 Dec 47	None
Ogaki-city	3	26 Dec 47	"
Gero-cho	2	2 Jan 48	"
Naka-cho	2	6 Jan 48	"
Tajimi-city	1	22 Jan 48	"
Takayama-city	1	26 Jan 48	"
Takayama-city	1	27 Jan 48	"
Furukawa-cho	1	27 Jan 48	"
Ogaki-city	1	31 Jan 48	"

(2) There were no confiscations made of any commodities by personnel from this headquarters as a result of the above listed inspections.

(3) This office has received information that black-market activity is being carried out during the hours of darkness. Surveillance by the transportation control team from this headquarters will make frequent inspections at night during the next reporting period.

b. Local officials interviewed and the date of interview is as follows:

Name	Title	Date of Interview
Mr. Katsuenda	Station-Master, Gifu Railroad Terminal	23 Dec 47

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

CMGT
Subject: Transportation Control of Critical Commodities 12 Feb 48

Name	Title	Date of Interview
Mr. Sasayama	Manager of Railhead, Gifu City	23 Dec 47
Mr. Kodetsu	Manager & Director of First Jointed Sangyo Co.	23 Dec 47
Mr. Ando Tsutomu	Asst President Miji Trading Co., Gifu-city	23 Dec 47
Mr. Aoi Tomijiro	Asst Chief of Nippon Express Co., Gifu Branch	23 Dec 47
Mr. S. Taguchi	Mgr Director of Gifu Godo Co.	23 Dec 47
Mr. M. I. Horigi	Mgr. Chobo Transportation Co.	23 Dec 47
Mr. Ginjiro Shimiji	Station-Master, Ogaki City	26 Dec 47
Mr. K. Toyoda	Chief of Central Affairs, Nippon Express Co., Ogaki City	26 Dec 47
Mr. R. Taguchi	Mgr. Seiko Trucking Co.	26 Dec 47
Mr. I. Hattori	Station-Master, Gero-cho	2 Jan 48
Mr. K. Mori	Mgr. Director of Nippon Express, Gero-cho	2 Jan 48
Mr. O. Hanhichi	Station-Master, Takayama City	27 Jan 48
Mr. Yamaguchi	Mgr. of Railhead, Takayama City	26 Jan 48
Mr. M. Yosaburo	Gen. Mgr. Takayama Foodstuffs Mkt., K. K. Takayama City	26 Jan 48
Mr. Yamashita	Chief of Economics Police, Ogaki-City	20 Jan 48
Mr. Ito	Chief of Police, Ogaki-city	20 Jan 48
Mr. Takada	Chief of Police, Tajimi-city	22 Jan 48
Mr. Seiki Nagata	Economics Police, Tajimi-City	22 Jan 48
Mr. Okuda	Chief of Police, Gifu-city	23 Jan 48
Mr. Morimitsu Kato	Chief of Economics Police, Gifu City	23 Jan 48
Mr. Sugimura	Chief of Police, Takayama-city	27 Jan 48
Mr. Shigesaku Ishimoto	Representative of Gifu Food Section, Gifu-City	27 Jan 48

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

GMGT
Subject: Transportation Control of Critical Commodities 12 Feb 48

Name	Title	Date of Interview
Mr. Shunichi Fujinami	Chief of Police, Furukawa-cho	27 Jan 48
Mr. Misukuchi Shukei	Chief of Ec. Police, Furukawa-cho	27 Jan 48
Mr. Kato	Acting Chief of Vegetables Section of Gifu-ken Food Section	26 Jan 48
Mr. Isamu Mori	Asst Chief of Food Section of Gifu-ken Food Section	26 Jan 48
Mr. Yokoyama	Chief of Fish & Vegetable Enforcement Drive, Gifu-ken	26 Jan 48
Mr. Kurihara	Chief of Economics Section, Gifu-Ken	26 Jan 48
Mr. M. Kojima	Chief of Agriculture & Forestry Section, Gifu-ken	26 Jan 48
Mr. Kuniyeda	Chief of Food Section, Gifu-ken	26 Jan 48

2. Comments:

a. General control has been exercised by the Gifu Prefecture Economic Crimes Prevention Section directed by Mr. Sakezaemon Yamaguchi. Mr. Yamaguchi has instructed the various police throughout the Prefecture on the means for controlling the transportation of controlled materials.

b. Representatives from the Economic Section made personal contacts with the police departments of the larger cities.

c. On 7 January 1948, the Gifu-City economic police inspecting transportation at the Gifu-City railway station discovered a shipment of 44.2 kan of dried sardines which had been shipped from Toyama Prefecture without a proper transportation certificate. The boxes were labeled "Medicine". The shipment of fish was confiscated and turned over to the Gifu-City Marine Products Co., and officially designated Receiving Organization. The case was turned over to the Gifu-ken Court Investigation Section.

d. As the new police system gets underway, it is felt that the required vigilance for preventing the illegal transportation of controlled items will be greatly improved.

FRANK C. SEITZ
Lt. Col., Infantry
Commanding

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Reports Control Symbol 48/E/IR/9

HEADQUARTERS
GIFU MILITARY GOVERNMENT TEAM
APO 25, Unit 2 (Gifu, Honshu)

NA/tt

500

30 November 1948

SUBJECT: Special Report on Rail Transportation

DHIN FILE

THRU: Commanding Officer
Tokai-Hokuriku Mil Govt Region
APO 710

TO: Commanding General
Eighth Army
APO 343

1. As a consequence of numerous petitions received regarding the subject, this headquarters has investigated the matter of reinstallation of two-way rail traffic on the main line of the Japanese Government Railway between Ogaki City and Sekigahara-cho thru Tarui-cho, all in Gifu Prefecture. The following information was developed:

a. The direct route thru Tarui-machi is 10.75 km. and has an average grade of 1:50. Originally it was used for traffic in both directions and had "A" rails (50 lbs to the meter) on each of two lines. A locomotive pool of eleven was maintained to move freight on the upgrade.

b. In 1943, a circuit route was built to handle upgrade traffic (westbound, Nagoya to Kyoto) as shown on map attached as Inclosure 1. This route is 13.38 km. with an average grade of 1:100. The necessity for the locomotive pool was thus eliminated. At the same time, one of the "A" rail lines was removed on the route thru Tarui and replaced with "C" rail (35 lbs to the meter). Local trains operating between Ogaki City and Sekigahara use this line.

c. Citizens and business men of Tarui-cho complain that the use of the circuit route for westbound traffic works the following disadvantages.

(1) Westbound freight from Tarui (principally textiles, bicycles and agricultural products) when less than carload lots, must be moved to Sekigahara, unloaded and placed on thru freight cars on which space exists. Several days delay is frequently experienced.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

(2) Freight to Tarui from the east (principally raw cotton, coal, lignite, iron, fertilizer and machinery) when less than carloard lots, must be unloaded at Ogaki City and reloaded for movement by local to Tarui.

(3) Passengers west bound to or from Tarui must change to the local at either Ogaki or Sekigahara, or board or get off the main trains at Shin-Tarui, a stop on the circuit route 3 km. from Tarui proper.

d. Altho it is recognized by the petitioners that a return to two way express traffic on the line thru Tarui would not be economical while it would involve the use of additional coal-burning locomotives, they are concerned with the arrangement which will be made at such time as the electrification of this section of the line is accomplished. It is understood that planning and budgetary action are currently being executed for the electrification of the line.

e. The following alternatives are recommended by the Tarui people:

(1) At the time of electrification, reestablish the westbound main line thru Tarui.

(2) If the above is not considered feasible, plan to route thru Tarui those trains which would stop there and route expresses over the circuit route. This would entail routing nine out of 15 daily passenger trains thru Tarui and six out of 22 daily freight trains.

f. The following statistics as to average passengers and freight handled per day are provided:

Month	Passengers		Freight	
	Arr	Dep	Arr	Dep
April 1948	1960	2111	50 tons	45 tons
May 1948	2129	2242	56 tons	48 tons
June 1948	1729	1819	41 tons	39 tons

a. Recommendations:

a. That the matter be referred to the regional Transportation Coordination Committee for study and appropriate action.

b. That it be determined whether the Japanese Government Railways are basing their planning for the electrification of this section of line on the most efficient and economical basis so far as the alternate routes are concerned.

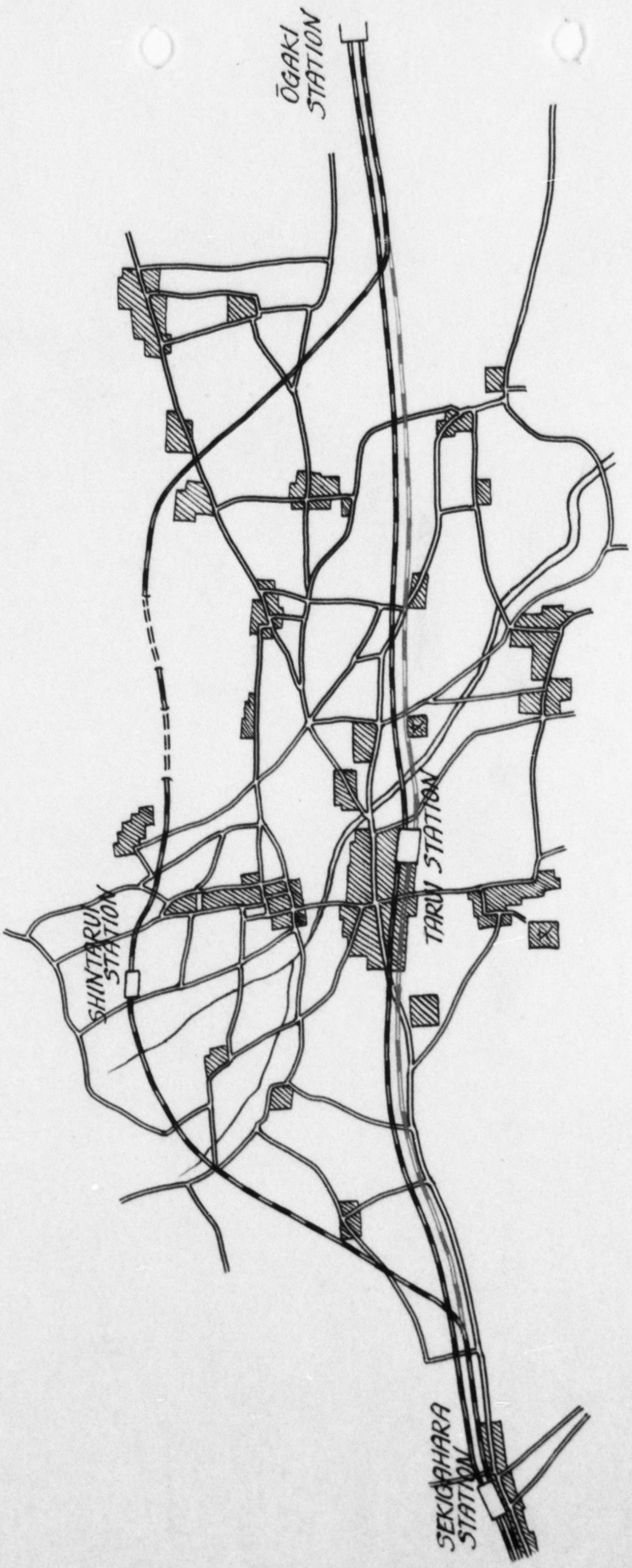
DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

GMGT 500
Subject: Special Report on Rail Transportation 30 November 1948

c. That this headquarters be advised of any policy or the final decision affecting this matter in order effectively to dispose of the problem locally.

3. Forwarded as Inclosure 2 is a list of signatures petitioning in the matter for referral to the regional Transportation Coordination Committee.

2 Incl:
1 - Sketch Map of Area
2 - List of Petitioners

SIDNEY T. MIXON
Major, Infantry
Commanding

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