

Pharmacy Department, Kumamoto University.

To : Commanding Officer, Kumamoto Civil Affairs Team.

Thru: Kumamoto Financial Bureau.

Subject: Application for the removal of Authorized Use Machines and Equipment.

Oct. 7, 1949

1. Reparatons Plants to Enter : 21-02 & 21-03
2. An applicant: Tsunao Nakamura (Secretary, Kumamoto University), Seiichi Sawa (Representative, Sawa Industry Co.) and 10 others.
3. Address: Kohonji, Oe-machi, Kumamoto City.
4. Purpose:  
In order to remove the Authorized Use items out of Reparatons Plants.  
(Attached; Permission from Kumamoto Civil Affairs Team).
5. Period effective:  
From Oct. 7, 1949 To Oct. 21, 1949

Your favorable consideration on this application will be highly appreciated.

*A. Fujita*  
(Atsushi Fujita) S. M.

Chief, Pharmacy Department, Kumamoto University.

C O P Y

HEADQUARTERS  
KUMAMOTO CIVIL AFFAIRS TEAM  
KUMAMOTO, KYUSHU, JAPAN

GES/rtu

APC 24 Unit 1  
27 September 1949

367.7

SUBJECT: Permission for the Authorized Use of Reparations  
Machines and Equipment.

THRU : Kumamoto Financial Bureau, State Property Division

TO : Chief, Pharmacy Department, Kumamoto University

1. Reference is made to 4th indorsement, AG 587.6(5 Aug 49) ESS/IND, GEM, SCAP, dated 13 September 1949 to basic Letter, Kumamoto Civil Affairs Team, Subject: Application for the Authorized Use of Reparations Machines and Equipment, dated 5 August 1949.

2. Your application for authorized use of reparations machines and equipment, dated 27 July 1949 is hereby approved.

3. You will be responsible for the custody and maintenance of these 87 machines and also modification or conversion of these machines is prohibited.

4. Non-compliance with provisions stated in preceding paragraph will result in suspension of this permit.

5. These machines will be available for removal any time upon call by this office.

BY ORDER OF COLONEL KUNZ:

JOHN C. BARROSTON  
1st Lt            Inf  
Adjutant

HEADQUARTERS  
KUMAMOTO CIVIL AFFAIRS TEAM  
KUMAMOTO, KYUSHU, JAPAN

APO 24 Unit 1  
6 October 1949

SUBJECT: Permission for the Authorized Use of Tank Car

THRU : Kumamoto Financial Bureau, State Property Division

TO : Moji Railway Division, Japanese National Railway

1. Reference is made to 4th Indorsement AG 387.6 (12 Aug 49) ESS/IND dated 12 September 1949 to basic letter, Kumamoto Civil Affairs Team, subject: "Application for Authorized Use of Tank Car" dated 12 August 1949.
2. Your application for authorized use of two (2) tank cars (Code #21-2-937 and 938), dated 29 July 1949 is hereby approved.
3. You will be responsible for the custody and maintenance of these two (2) tank cars. Modification or conversion of these tank cars is prohibited.
4. Non-compliance with provisions stated in preceding paragraph will result in suspension of this permit.
5. Movement of these tank cars from reparation plant #21-2 area is authorized.
6. These tank cars will be available for removal any time upon call by this office.

FOR THE COMMANDING OFFICER:

JOHN C. BARRINGTON  
1st Lt           Inf  
Adjutant

HEADQUARTERS  
KUMAMOTO CIVIL AFFAIRS TEAM  
KUMAMOTO, KYUSHU, JAPAN

1200  
APO 24 Unit 1  
12 August 1949

**SUBJECT:** Application of Authorized Use of Tank Car

**THRU :** Chief, Kyushu Civil Affairs Region, Headquarters and  
Headquarters Detachment, APO 24 Unit 5

**TO :** Commanding General, Headquarters Eighth Army, APO 343  
Attn: Reparations Section

1. References.

a. Paragraph 4g, Operational Directive #21, Headquarters  
Eighth Army, dtd 3 March 1948 as amended.

b. TWX Cite KGAR-117, dtd 19 July 1949.

2. The inclosed application for Authorized Use of Tank Car is  
forwarded in compliance with references cited in preceding paragraph.

3. The applicant is the Moji Railway Division, Japanese National  
Railway.

4. The tank car applied for belongs to Reparations Plant #21-2  
and at present in dead storage in said plant.

5. Recommend this application be approved for the following reasons:

a. The Moji Railway Division does not have enough tank cars to  
meet the demand of the chemical industry of Kyushu.

b. The use of these two (2) tank cars would contribute much to  
increase the chemical production, which is vitally important to the in-  
dustrial recovery of Japan.

FOR THE COMMANDING OFFICER:

JOHN C. BARRINGTON  
1st Lt            Inf  
Adjutant

2 Incl:

1. Recommendation, Kumamoto  
Finance Bureau
2. Application, Moji Railway Div, JNR

Kusamoto Financial Bureau

HI/sg

To : Commanding Officer, Kusamoto Civil Affairs Team

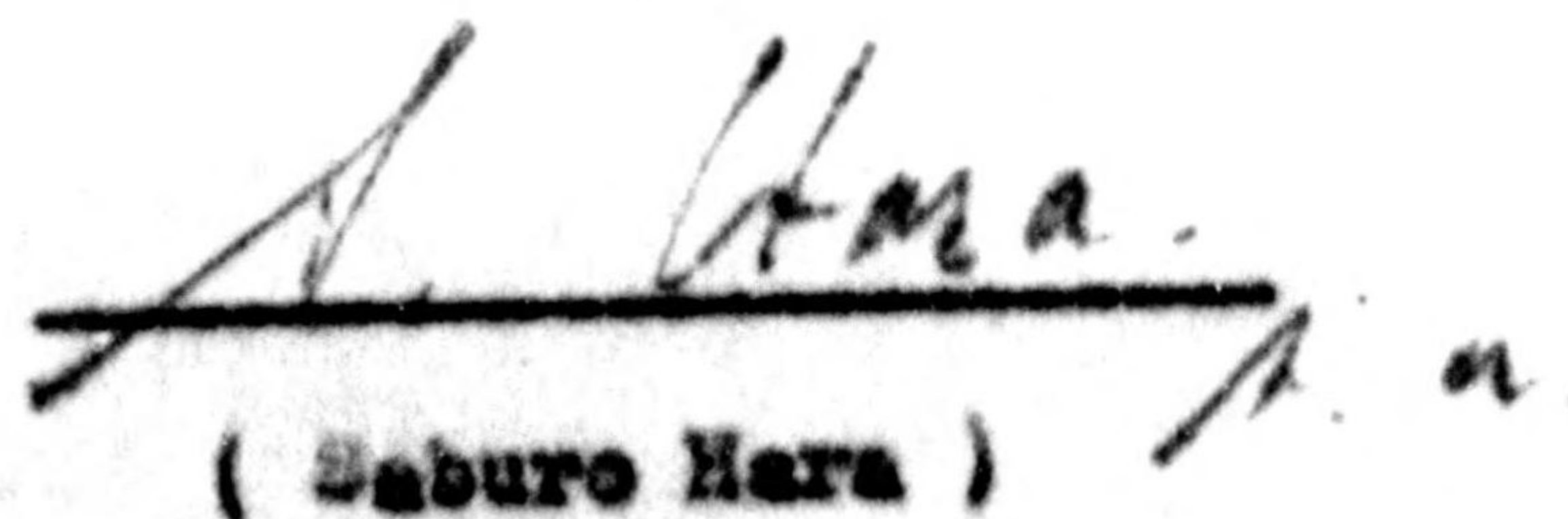
Subject : Application for Authorized Use of Reparation Items formerly  
belonged to the Arao Branch, Tokyo and Military Arsenal.

KM. F. B. No. 3

Aug. 11, 1949

1. Manager, Train Operation Department, Keji Railway Div. requested to this Bureau the application on above subject to be submitted.
2. By use of these tank cars, Production of drugs & dyes indispensable to chemical industry will be greatly increased, and will make a great contribution for the rehabilitation of chemical industry and Reduction of Expenses.
3. Your favorable in this application will be highly appreciated.

attached : 7 groups of  
application

  
( Saburo Hara )

Director, Kusamoto Financial Bureau

*Recd 1*

MOJI RAILWAY DIVISION  
J. N. R.

TO : Director of Kumamoto Financial Bureau  
FROM : Manager, Train Operation Department, Moji Railway Division  
SUBJECT: Application for the **Authorized Use** of tank cars  
(Inventory Code No. 21-2-937 & 938) which are under  
custody of Arao Branch, Kumamoto Financial Bureau.

Date: 29 July 1949

1. Article to be applied.

Work sheet page	Location	Name of machine	Inventory Code No.	Capacity	Remarks
262	Arao Factory, The ex-Tokyo 2nd Military Arsenal	Tank Car, made of steel.	21-2-937 (Car No. TAKI 333	3 ton. For loading of dense sul- phuric acid	Constructed in 1944, during post-war, these two tank cars have been stored on pool track at Arao Factory and there- fore, these have been the object of reparations.
262	Do.	Do.	21-2-938 (Car no. TAKI 332	Do.	

2. Purpose of usage and the reason of necessity:

(A) Purpose of usage.

Transportation of sulphuric acid and benzol. (Upon the revision of loading goods.)

(B) The reason of necessity.

(a) Influence on Chemical Industry.

Owing to the shortage of tank cars, civilian transportation has not been enough to increase the production of chemicals.

Under the present situation, the output of chemicals has the tendency to be decreased, in spite of our best efforts in accordance with the directive of production issued by GHQ.

Especially, the output of benzol by Yahata Iron Works Co., which are materials indispensable for production of drugs and dye, amounts to 60-70 per cent in Japan. (i.e. 600-700 ton of benzol.) Another material (Sulphuric acid) has been produced considerably by Mitsui Chemical Industry Co., at Omata and other factories in its vicinity.

Incl 2

If two large-sized tank cars will be operated by Japanese National Railway with your kind approval, we have the plan to make them available to transport above materials as below table.

	Short distance	Long distance
Traffic volume	30 <sup>ton</sup> X 2 X 3 180 <sup>ton</sup>	30 <sup>ton</sup> X 2 X 1.5 90 <sup>ton</sup>
Destination	Tsurusaki, Kurozaki, Minamata, Nobeoka etc.	Osaka & Kobe districts Tokyo & Yokohama
Remarks	The above was calculated by two cars, assuming that efficiency of car operation is 3 return trips per month.	This was calculated, by 1.5 return trip per month.

As you know, we can transport indispensable materials (Minimum 180 ton) in short distance and on the other hand, 90 ton in long distance per month.

Whereas, from sulphuric acid and benzene are made their mediums of 1st degree which are used as chemical medicine or dyes, and from these mediums, ones of 2nd degree and from them again scores of sub-products; as for a concrete description in individual cases, it will be hard to mention here, so we curtail it and take the benzene of 180 tons which is the minimum quantity to be transported, for an example

Benzene 180 t	Chrolic-benzene 180 t	Dinitro-benzene 306 t Paranitro-chloro-benzene 108 t
	Anilin 171 t	Artificial indigo 138 t Aminopyrin 2 t Acetanilide 173 t Accelerator 225 t
	Phenol 180 t	Salicylic acid 90 t Phenol-resin 218 t

As seen in the above chart, from benzene are made the mediums counted in the chart and also from these mediums, scores of chemical medicine and dyes which have the value, ranging ¥ 200 in the lowest and ¥ 127,400 in the highest, per ton.

0000 400

If the cars were used efficiently we will be able to transport more than 180 ton per month. Sulphic acid, as important as benzene for chemical industry, has the convenience of shipment on the car after the tank is lightly cleaned.

Indeed, the utilization of the tank cars has a great part for them, and if we could borrow two tank cars, they will surely make a great aid for our chemical industry.

(b) Present situation of using tank cars

The situation of using tank cars under present circumstances will be briefly summed up as follows.

Items Classification	Total number of tank cars	The no. of tank cars being used for Allied Forces	The No. of tank cars being used by Moji Railway Division
JNR Tank car	219	About 56	About 35
Private Tank Car	2,100	About 324	About 197

(The exact figures on the tank cars being used for Allied Forces are not clear due to dissimilarity of its use.)

Total number of tank cars is 2319, as abovementioned, including private cars 2100. (Private car means the car produced by a company or private person and assigned its car record to JNR.)

The number of tank car being used for Allied Forces are about 380 among the general total 2319, and the number of the car being used by Moji Railway Division are 232 including private cars.

In Kyushu Area, there are many factories, such as, Yahata Iron-foundry, Mitsubishi Kasei, Mitsui Nisshin Chemical Industry and others. Those factories have their own private tank, car, but it is very difficult to supply those factories with tank car for the small number of the car used by Moji Railway Division.

A tank car being used for Allied Forces is large one, and almost of remaining cars are small one of which we have to use, so we are bearing dissatisfactory results of transportation compared with the number of tank cars.


To make matters worse, we, Moji Railway Division are considerably affected by the fact of returning the tank cars to the former foreign owners since April in this year.



If we could get your kind approval for our petition to use two tank cars with abovementioned reasons, it might bring better results to our chemical industries.

We should be much obliged if you could comply with our application.

- (c) We hereby make solemn promise with you that we will have to obey all your directions and terms; whenever you want to use it, we surely will return it even in use ~~or even after remodeling it~~, and that we do not demand any expense caused by its maintenance and repair regardless of the civil law.

  
T. TASHIRO  
Manager, Train Operation  
Department, Moji Railway  
Division

HEADQUARTERS  
KUMAMOTO MILITARY GOVERNMENT TEAM  
KUMAMOTO, KYUSHU, JAPAN

TY/tk

APC 24 Unit 1  
22 March 1949

387.7

SUBJECT: Authorized Use of Reparations Machines of Plant 21-2

THRU : Commanding Officer, Kyushu Military Government Region,  
Headquarters and Headquarters Detachment, APC 24 Unit 5

TO : General Headquarters, Supreme Commander of Allied Powers,  
APC 500  
ATTN: Reparations Section

1. In compliance with telephone conversation, Headquarters Kyushu Military Government Region, dated 3 March 1949, the following information is forwarded.

2. Listed below is the identification code numbers, location, and authority of the machines in authorized use.

a. (1) Code Numbers:

21-2-120	21-2-135	21-2-148	21-2-158	21-2-168
121	136	149	159	182
122	137	150	160	183
124	138	151	161	184
125	139	152	162	
127	140	153	163	
128	141	154	164	
131	142	155	165	
132	143	156	166	
134	144	157	167	

(2) Location: BCOF Engineer Base Store Depot (BCOF HIRO)

(3) Authority:

(a) Ltr., AG 386.3 (MG-P) 8th Army, dtd 6 October 1947.  
Subject: "Stock-piled material and supplies in  
Reparations Plants, Laboratories, Military Arsenals,  
and Naval Arsenals".

**BASIC:** Letter, Kumamoto Military Government Team, APO 24 Unit 1, 22 March 1949, Subject: "Authorized Use of Reparations Machines of Plant 21-2"

(b) Ltr., AG 386.3 (MG-P-72) 8th Army, dtd 19 June 1947, Subject: "Stock-piled material and supplies in Reparations Plants Laboratories, Military Arsenals, and Naval Arsenals".

b. (1) Code Numbers:

21-2-253	21-2-864	21-2-874
254	865	875
255	866	876
256	867	877
313	868	878
314	869	879
315	870	1066
324	871	1067
326	872	1068
327	873	1070

(2) Location: Engineer Supply Officer, 24th Inf. Div. Kokura-shi, Fukuoka Ken.

(3) Authority: Ltr., AG 475 (GEN) (MG-P-98) Hqs 8th Army, dtd 15 August 1947, Subject: "Stock-piled and installed materials and supplies in Reparations Plants, Laboratories, Military Arsenals and Naval Arsenals".

c. (1) Code Numbers:

21-2-805	21-2-825	21-2-759
806	826	902
807	827	903
808	828	
822	464	
223	465	
224	758	

(2) Location: 21st Inf. Reg., Camp Wood, Kumamoto Ken.

(3) Authority:

(a) 4th Ind., AG 386.3 (MG-EM) Hqs 8th Army, dtd 3 January 1947, to Basic Ltr., Hqs 3rd Engineer Combat Battalion, Subject: "Release of Reparation Items", dtd 10 December 1946.

**BASIC:** Letter, Kumamoto Military Government Team, APO 24 Unit 1, 22 March 1949. Subject: "Authorized Use of Reparations Machines of Plant 21-2"

(b) 3rd Ind., AG 386.3 (MG-EM) Hqs 8th Army, dtd 29 October 1946, to Basic Ltr., 3rd Engineer Combat Battalion, dtd 11 October 1946. Subject: "Release of Reparation Items".

d. (1) Code Numbers:

21-2-506	21-2-841
507	894
514	895
515	896
829	897
930	899
839	1063
840	

(2) Location: Mayor of Arao City, Kumamoto Ken.

(3) Authority: 3rd Ind., AG 004 (MG-EM) Hqs 8th Army, dtd 25 April 1947, to Basic Ltr., Kumamoto Military Government Team, dtd 10 December 1946. Subject: "Application for temporary use of Reparation Machines".

e. (1) Code Numbers:

21-2-283  
284  
285

(2) Location: Kikuchi Electric Railway Co., Murozono Machi, Kumamoto City.

(3) Authority: 2nd Ind., AG 531 (MG) Hqs 3th Army, dtd 10 May 1946, to Basic Ltr., Hqs 93rd Military Government Company, dtd 16 April 1946. Subject: "Release of Electric Locomotives and Equipment".

f. (1) Code Numbers:

21-2-197  
200  
214  
215

(2) Location: Nabe Agriculture Association, Nabe-mura, Tamana-gun, Kumamoto Ken.

**BASIC:** Letter, Kumamoto Military Government Team, APO 24 Unit 1, 22 March 1949, Subject: "Authorized Use of Reparations Machines of Plant 21-2"

(3) Authority: 3rd Ind., AG 386.3 (MG-EM) Hqs 8th Army, dtd 10 April 1947, to Basic Ltr., Hqs Kumamoto Military Government Team, dtd 18 March 1947, Subject: "Application for temporary use of Motors and release of Balance".

g. (1) Code Number:

21-2-472

(2) Location: Ushibuka Coal Mine, Ushibuka-machi, Anakusa-gun, Kumamoto Ken.

(3) Authority: 3rd Ind., AG 386.3 (MG-EM) Hqs 8th Army, dtd 13 January 1947, to Basic Ltr., Hqs Kumamoto Military Government Team, Subject: "Application for temporary use of Reparation Machines", dtd 19 December 1946.

h. (1) Code Number:

21-2-43

Location: Kumamoto Military Government Motor Pool.

(2) Code Number:

21-2-177

Location: Nagasu Agricultural Association, Nagasu-mura, Tamana-gun, Kumamoto Ken.

(3) Code Number:

21-2-178

Location: Rokuei-mura, Tamana-gun, Kumamoto Ken.

(4) Code Number:

21-2-179

Location: Haraoka Agricultural Association, Haraoka-mura, Tamana-gun, Kumamoto Ken.

**BASIC:** Letter, Kumamoto Military Government Team, APO 34 Unit 1, 22 March 1949, Subject: "Authorized Use of Reparations Machines of Plant 21-2"

(5) The machines listed above under h have been in authorized use since 1946. Letters of approval for these machines are not on file at this headquarters. It is believed that they were either destroyed or lost. These machines are necessary to continue operation of the different units. Request approval be given for authorized use of same.

3. There are no machines of Plant 21-2 on temporary use.

**FOR THE COMMANDING OFFICER:**

*John C. Barrontom*  
JOHN C. BARRONTOM  
1st Lt            Inf  
Ass't Adjutant

1st Ind

ERM/igr

KYUSHU MIL GOVT REGION, HQ & HQ DET, APO 24-5, 25 March 1949

TO: Commanding General, I Corps, APO 301  
(Attn: Military Government Section)

Basic letter is reply to telephone inquiries relayed through Headquarters I Corps concerning status of machinery in authorized use at Plant 21-2.

**FOR THE COMMANDING OFFICER:**

CHARLES L. BACHTEL  
1st Lt            SIG C  
Adjutant

146

BASIC: Ltr, Hq Kumamoto Mil Govt Team, 387.7, subj: "Authorized Use of  
Reparations Machines of Plant 21-2," dtd 22 March 1949.

MAR 8 1949

AG 004 - BA

2nd Ind

EHN/mo

Hq I Corps, APO 301,

TO: CG, Eighth Army, APO 343

A. S.

CO	
EX-10	3
EX-11	
EX-12	
EX-13	
EX-14	
EX-15	
EX-16	
EX-17	
EX-18	
EX-19	
EX-20	
EX-21	
EX-22	
EX-23	
EX-24	
EX-25	
EX-26	
EX-27	
EX-28	
EX-29	
EX-30	

1 24

HEADQUARTERS  
HIROSHIMA MILITARY GOVERNMENT TEAM  
APO 248

D/FMK/mn

File No: HMGT 386.3

21 February 1949

SUBJECT: Change of Status of Reparation Equipment

TO : Commanding Officer  
Chugoku Military Government Region  
APO 248

1. Forwarded herewith is a list of ten (10) reparation machines which are no longer required in "Authorized Use".

2. The ten (10) reparation machines listed below are located at the Tadanoumi Factory, Second Tokyo Army Arsenal, and are now available for immediate allocation to any of the claimant nations.

<u>DESCRIPTION</u>	<u>CODE NUMBER</u>
a. Centrifugal Pump	11-4-117
b. Centrifugal Pump	11-4-119
c. Centrifugal Pump	11-4-120
d. Transformer	11-4-188
e. Boiler Takuma	11-4-318
f. Boiler Takuma	11-4-319
g. Boiler Takuma	11-4-320
h. Boiler Takuma	11-4-321
i. Switch Board	11-4-476
j. Switch Board	11-4-741

T. M. GLOWARD  
Lt. Col., USAF  
Commanding

5302

1835



CMGR 386.3 (D-K1)  
(21 Feb 49)

1st Ind

Subject: Change of Status of Reparation Equipment

Headquarters Chugoku Military Government Region, APO 248,  
Kure, Honshu, 4 March 1949

TO: Commanding General, I Corps, APO 301

Forwarded for your information.

RUSSELL C. SNYDER  
Colonel, FA  
Commanding

AG 004 - BA

2nd Ind MAR 11 1949

EHN/tn

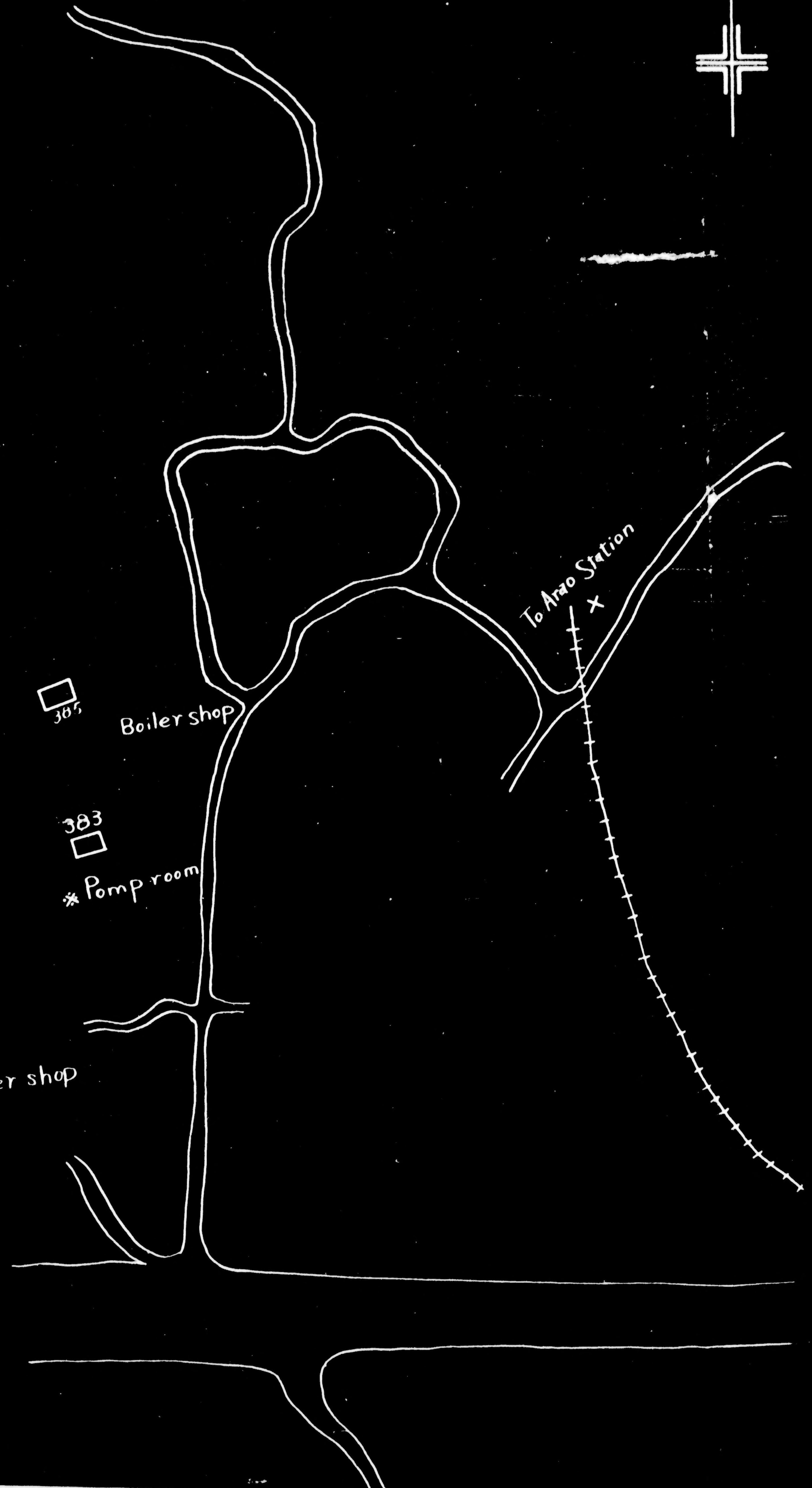
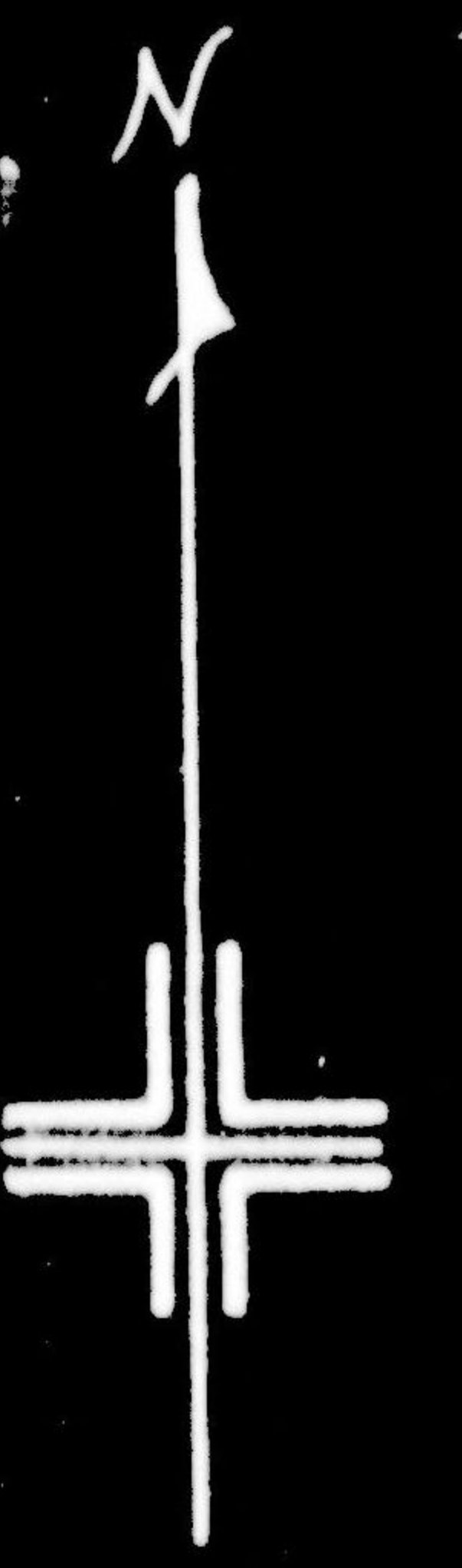
Hq I Corps, APO 301.

TO: CG, Eighth Army, APO 343

A. S.

CO	
EXEC	<i>PS</i>
ADM. O	
ADM. ASST.	
ASST ADM.Q	
SUPPLY	
G. AFF	
G. & I.	
RES & IND	
PROC	
CI&E	
<i>Plan 1</i>	
FILE	

*24*



385

Boiler shop

383

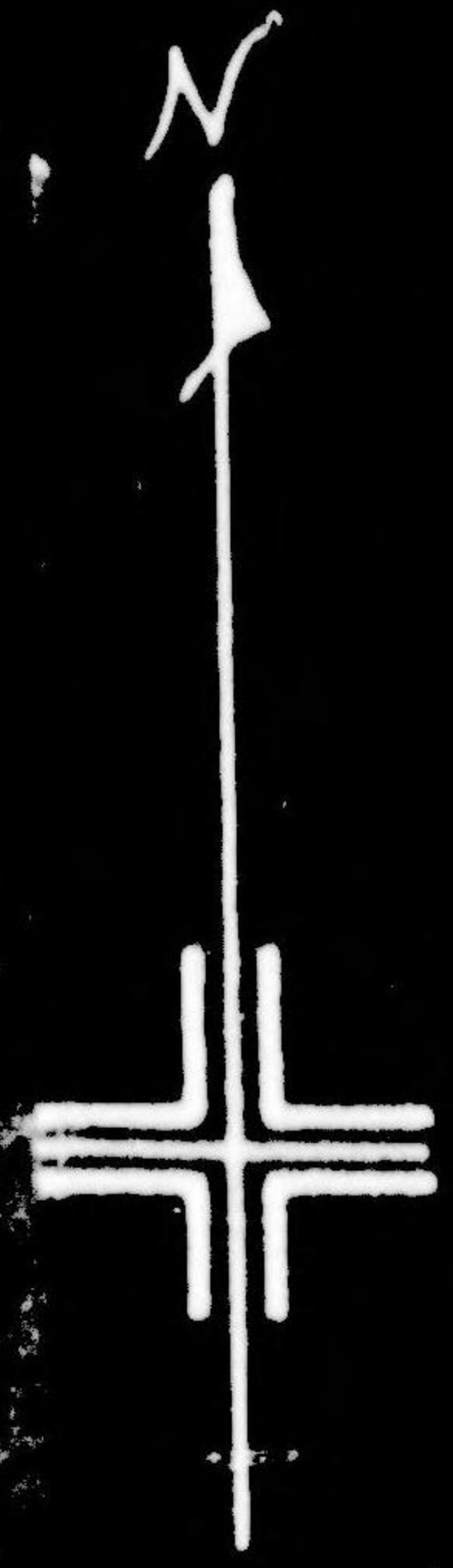
\* Pump room

389

Boiler shop

To Arao Station  
X

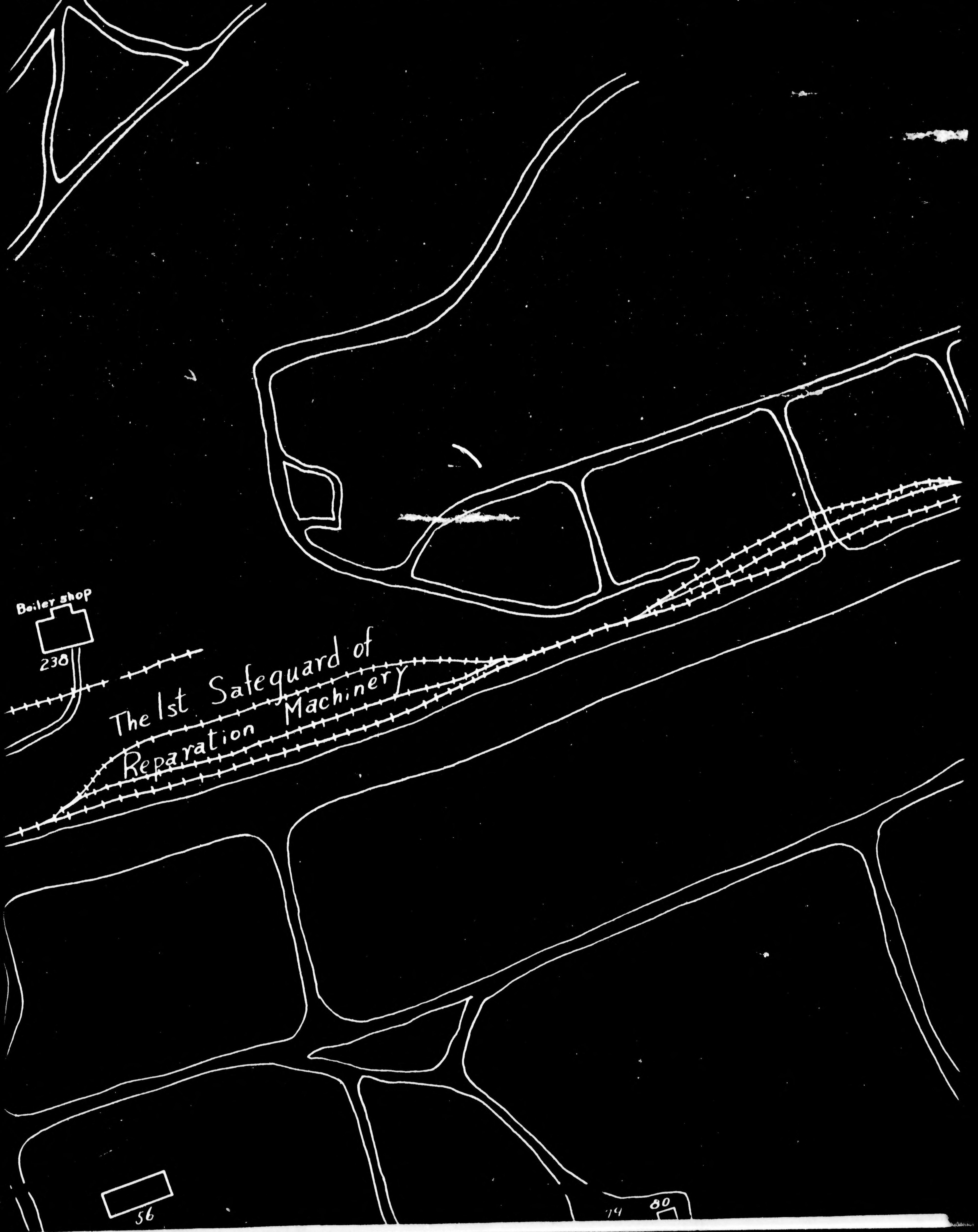
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# PLANT LAYOUT OF ARA



# ARAO FACTORY 21-0



21-02

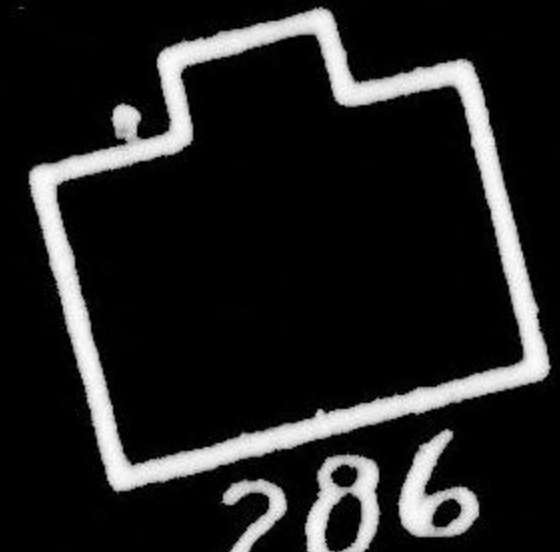


Substation



284

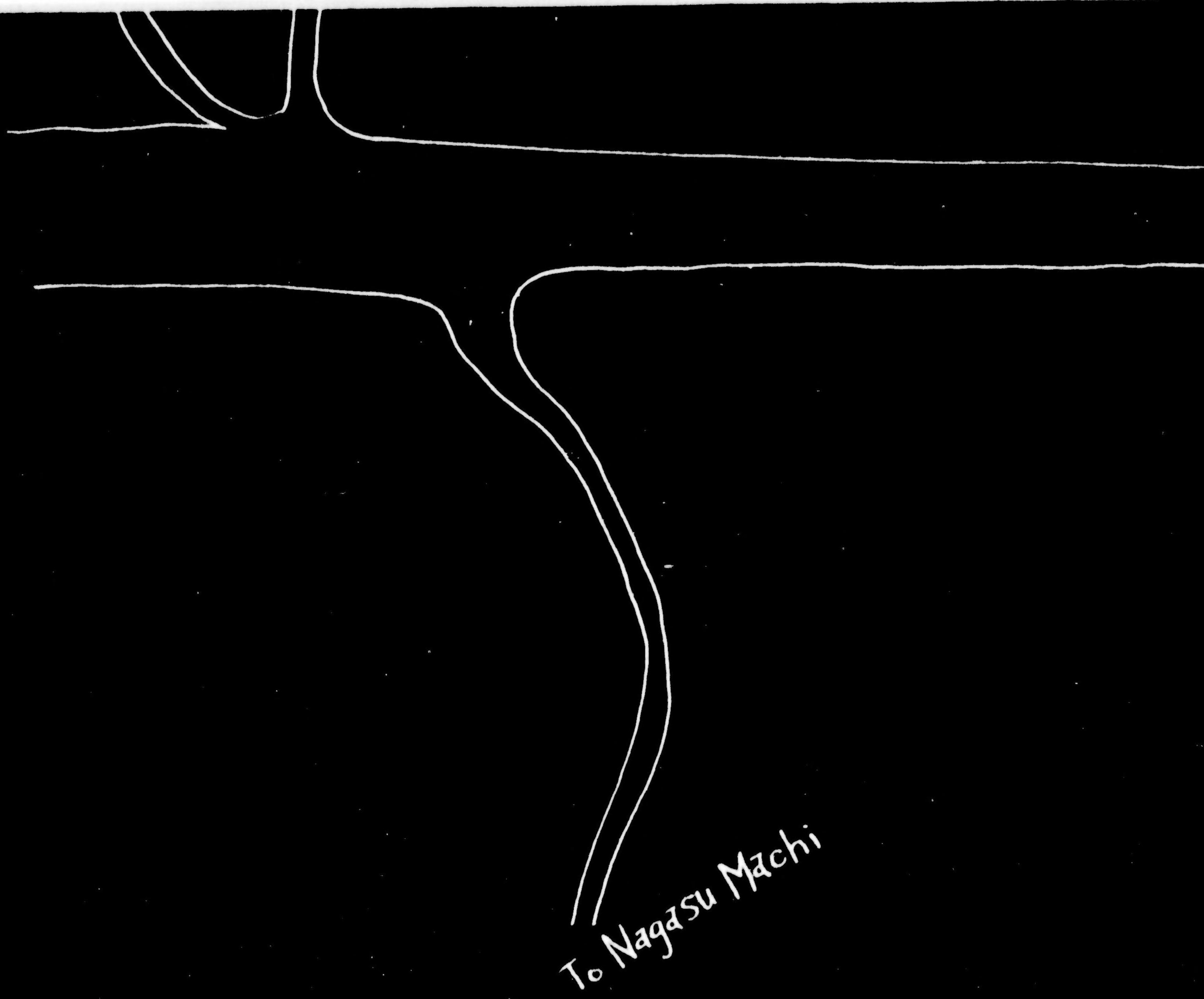
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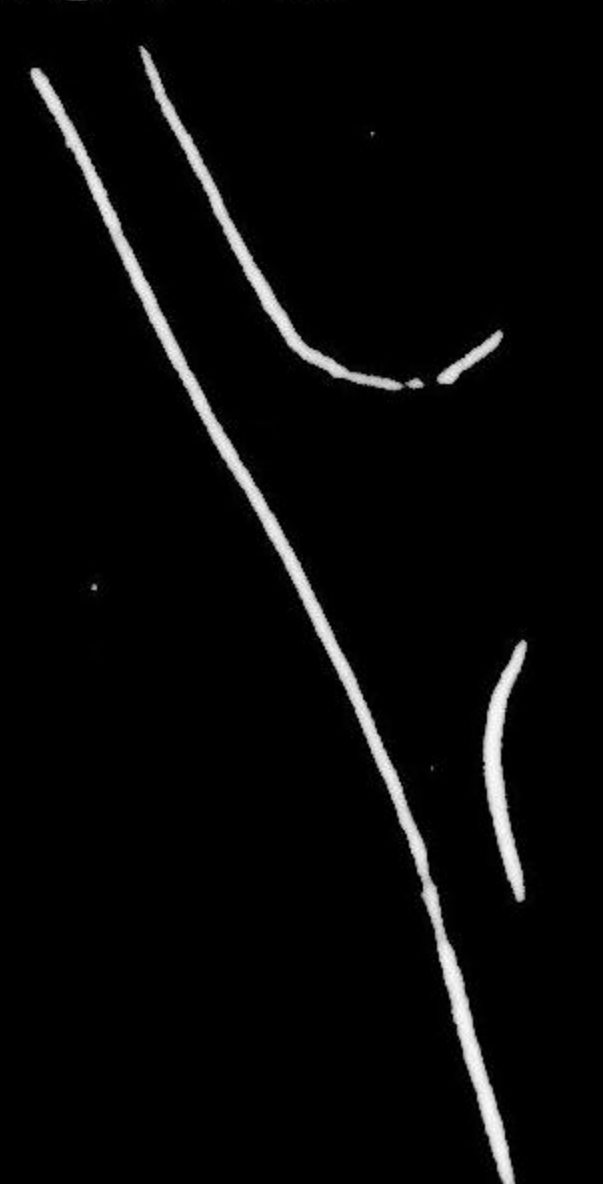
Boiler shop





Remark:

- (1) Marks (▬) indicate the Reparations Area and the out side of Reparations area's marks indicate the Release Area.
- (2) Marks (□) indicate the Reparation's Machinery
- (3) Marks (▣) indicate the Water - Toilet
- (4) Marks (※) indicate the Temporary (Authorized use Area)







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Reparations Area  
Reparations Area's marks  
Area.

Reparations Machinery Shed  
Water - Toilet  
Temporary (Authorized)

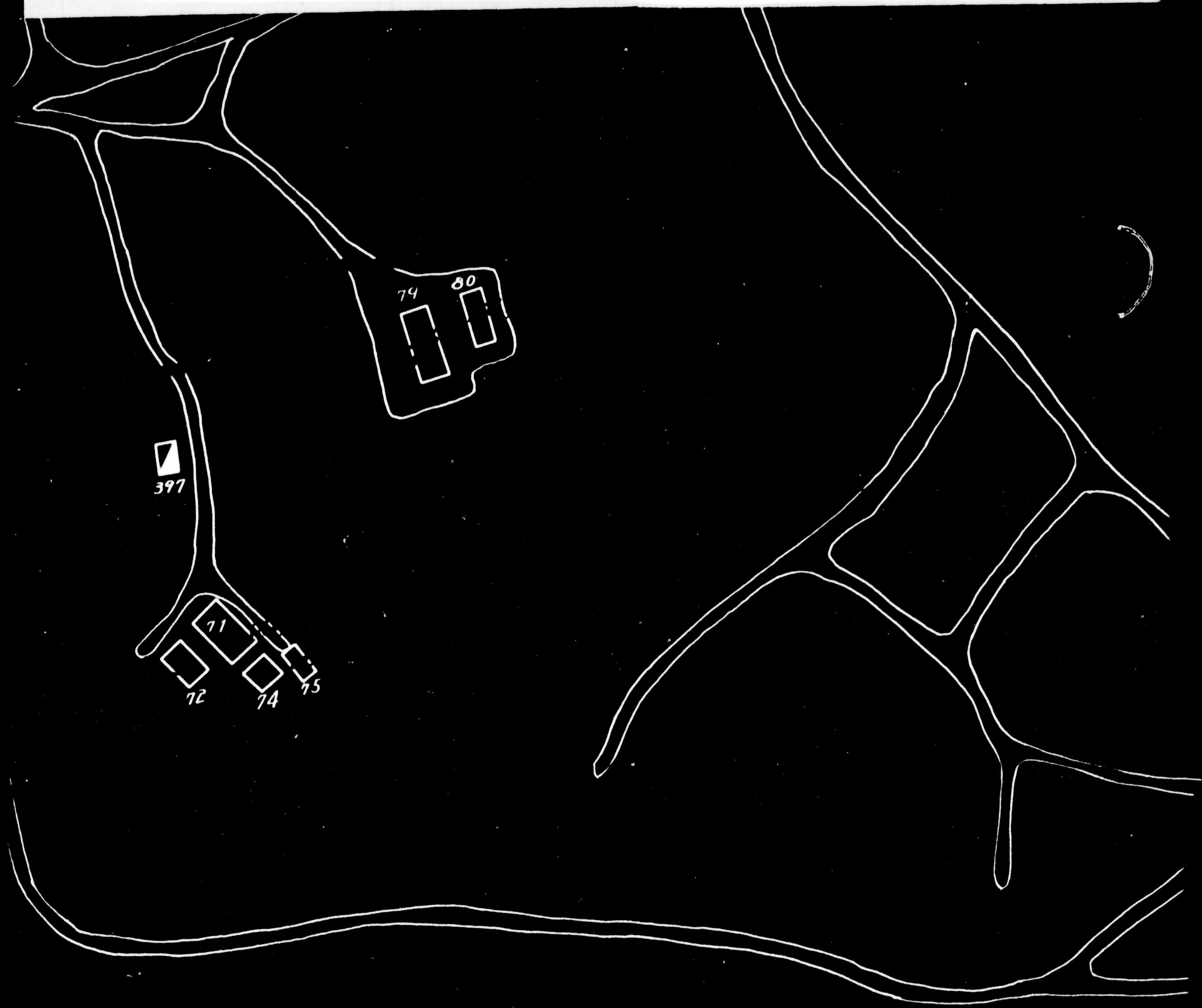
F21 Transformer

Pumproom  
\*



Transformer

The 2nd Safeguard of  
 Reparation Machinery  
 APo24 Unit 1 38'  
 12 Se



ard of  
tion Machinery  
APo24 Unit 1 387-6  
12 Sept. 47



