DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

RG 331, National Archives and Records Service

Allied Operational and Occupation
Headquarters, World War II

SUPREME COMMANDER FOR THE ALLIED POWERS

Civil Affairs Section
Kyushu Civil Affairs Region
Decimal File
1949

537.5 to 800

Box No. 3150

(Compiled by *National Diet Library*) Y. M.

DECLASSIFIED E.O. 12065 SECTION 3-402/NMDG NO. [illegible]

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

Description of contents

(1) Box no. 3150

(2) Folder title/number: (1)
537.5: Motor Vehicle Accident Reports 1949

(3) Date: Sept. 1949 - Dec. 1949

(4) Subject:

Classification	Type of record
9032.3	d

(5) Item description and comment:

Miyazaki

(6) Reproduction: (Yes) No

(7) Film no. Sheet no.

(Compiled by *National Diet Library*)

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDC NO. 170019

FILE

KYUSHU CIVIL AFFAIRS REGION
HEADQUARTERS AND HEADQUARTERS DETACHMENT
Fukuoka, Kyushu, Japan

LG/JWR/jsk

16 December 1949

SUBJECT: Accident Reports

TO: Commanding General
Hqs I Corps
APO 301

1. Reference: Undated ltr Headquarters 8th Army to I Corps. AGKSD 720.9, above subject, and I Corps 1st Ind., AG 729.3-I, 12 Dec 1949.

2. In compliance with 1st Ind cited above, this headquarters reports that all known accident reports pending to date have been properly processed.

FOR THE CHIEF:

JOHN W. ROURK, DAC
Safety Officer

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDC NO. 170019

Ltr, Hq Eighth Army, dtd 6 Dec 49, subj: "Accident Reports".

creasing the reporting efficiency so that prompt corrective action may be taken in the light of the facts disclosed by investigations.

BY COMMAND OF LIEUTENANT GENERAL WALKER:

/s/ Charles A. Hull
/t/ CHARLES A. HULL
Captain, AGD
Asst. Adj. Gen.

AG 729.3 - I 1st Ind

HEADQUARTERS I CORPS, APO 301, 12 December 1949

TO: See Distribution

1. Immediate steps will be taken to comply with basic letter - particularly par 5 thereof.

2. A report will be made to this headquarters by 20 December that all accident reports pertaining to your command have been properly processed.

BY COMMAND OF MAJOR GENERAL COULTER:

P. L. NASH
Lt Col, AGD
Asst. Adj. Gen.

DISTRIBUTION: "B"
Less Staff

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 770019

~~Legat~~ JMR. Discussed 15 Dec 49 with Wolniak: No unreported accidents.
Instructor (Corporal)

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

AGKSD 729.3

SUBJECT: Accident Reports

TO: Commanding General
I Corps
APO 301

1. References:

AR 385-10
SR 385-10-20
SR 385-10-40
SR 385-10-41
SR 385-10-42
SR 385-10-43
SR 385-10-44
Cir 33, GHQ, FEC dated 2 July 1949
Cir 66, Eighth Army dated 19 September 1949

2. An appreciable number of accident reports (DA AGO Form 285 and Standard Forms 91a and 92) are received by this headquarters so far beyond the due date as to nullify their usefulness. Most of these reports have been delayed due to the failure on the part of the initiating unit or installation to comply with the provisions of the applicable regulations and circulars when making the investigation and writing the report. This has caused further delays when the processing headquarters return the reports to the unit for correction or additions.

3. For the first nine months of 1949, Eighth Army Safety reporting efficiency, as compared with the Surgeon's Summary of Weekly Statistical Health Report, was 60.3%.

4. During the nine month period, the overall strength of the Army has increased, consequently more accidents of a reportable nature have occurred. It is essential that a more complete reporting efficiency be attained, in order to get a true picture of the accident rate of the Eighth Army.

5. Desire that each commander take aggressive command action to effectively implement the Eighth Army Safety Program with a view to in-

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDC NO. 770013

FILE

BASIC: Ltr, Kyushu Civil Affairs Region, dtd 23 Nov 1949, subj: Safety Reports of Motor Vehicle Accident.

4. Paragraph 3, 3rd Indorsement, complied with.

5. Paragraph 5, 3rd Indorsement, appears to be in error, as cited paragraph 12 Section III SR385-10-42 refers to form 91, not to form 91A which is covered in paragraph 13 same reference.

6. Paragraph 7, 3rd Indorsement, is being complied with by this headquarters.

FOR THE CHIEF:

JOHN W. KOURK, DAC
Safety Officer

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 770013

SUBJECT: Safety Reports of Motor Vehicle Accident (23 Nov 49)

2. Form 91a is returned for completion of section 7A and B and section 9. It is further desired that the "Damages" section be completed (section 28) to show extend of damages suffered by non-army property.

3. Form 91a - will be submitted to this headquarters in quadruplicate. Forms 91, 348 or 345 are not desired by this headquarters.

4. Paragraph 10 section II SR 385-10-42 gives instructions for use of Form 348.

5. Paragraph 12 section III SR 385-10-42 gives instructions for preparation and use of Form 91a.

6. WD AGO Form 345 has been replaced by Form 92. SR 385-10-41 explains the use of this form.

7. It is further suggisted that paragraph 2 of operational memorandum No.5, 19 Sept 49, Kyushu Civil Affairs Region be rewritten to conform to references cited above.

3 Incls:
n/c

THOMAS R. SIROIS
Capt., CMP
Safety Director

4th Ind

KYUSHU CIVIL AFFAIRS REGION, HQ & HQ DET, APO 24 UNIT 5, 20 Dec 1949

TO: Commanding General I Corps, APO 301
Attn: Safety Officer

1. Original reporting unit, Miyazaki Civil Affairs Team, has been deactivated, and personnal formerly connected therewith are no longer available.

2. In compliance with para 2, 3rd Ind, sections 7A, 7B and 9 of form 91A have been filled in by the undersigned.

3. Request further clarification of statement in para 2, 3rd Ind. "It is further desired that the "Damages" section be completed (section 28) to show extent of damages suffered by non-army property." Section 28 does not refer to damages. Damages are covered in sections 5 and 9 of form 91a.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 779013

1st Ind LE/sm

Subject: Safety Reports of Motor Venicle Accident

HEADQUARTERS MIYAZAKI CIVIL AFFAIRS TEAM, APO 24 Unit 2, 29 November 1949

TO: Commanding Officer, Kyushu Civil Affairs Region, APO 24 Unit 5

Paragrapn 2 Operational Memorandum No. 5 Hq Kyushu Civil Affairs Region, 19 September 1949 cannot be complied with because WD AGO Forms 348 were not completed when driver's test was administered.

FOR THE COMMANDING OFFICER:

s/ Lewis Edelstein
t/ LEWIS EDELSTEIN
CWO USA
Adjutant

3 Incls: n/c

2nd Ind JWR/jak

KYUSHU CIVIL AFFAIRS REGION, HQ & HQ DETACHMENT, APO 24 Unit 5, 6 Dec 49.

TO: Commanding General Hq I Corps, APO 301
ATTN: Safety Director I Corps

John W Rourk DAC
J. W. R.

3 Incls
n/c

3rd Ind

Headquarters I Corps, APO 301

TO: Commanding Officer, Kyushu Civil Affairs Region, APO 24 Unit 5.

1. References.

a. SR 385-10-20
b. SR 385-10-40
c. SR 385-10-41
d. SR 385-10-42
e. SR 385-10-43
f. SR 385-10-44
g. SR 385-10-46

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 179013

TRANSCRIPT OF OPERATOR'S REPORT OF MOTOR VEHICLE ACCIDENT

DEPARTMENT OR ESTABLISHMENT: Miyazaki Civil Affairs Team

1 REPORTING UNIT: Miyazaki Civil Affairs Team

2 CITY OR TOWN: Nobeoka — COUNTY AND STATE: Higashiusuki-gun Miyazaki Prefecture

15 ml Northwest FROM CENTER OF LIMITS OF Nobeoka (Miles—Direction) (Town)

DATE: 1 September 49 — DAY OF WEEK: Thursday — HOUR: A.M. 2 P.M.

3 ACCIDENT OCCURRED ON (Street, highway, intersection, etc.): Miyazaki Prefecture Highway #1

ARMY VEHICLE

4

YEAR	MAKE	BODY TYPE	REGISTRATION NO.	KIND OF CARGO
1942	Ford	C & P	20105496	None

NUMBER OF PASSENGERS	CARGO DAMAGED?	PART OF VEHICLE DAMAGED: NATURE
3		Fender, Frame, Radiator Body, Fan, Shift Lever, Battery and windshield

GOING	ON (Street, Highway)	DANGER NOTICED (Feet)	ESTIMATED SPEED	ESTIMATED SPEED (Impact)
SW	Highway #1	20	20	5

LAWFUL SPEED	DISTANCE AFTER IMPACT	MAXIMUM SAFE SPEED	PERMIT DATA (Number) (State) (Year)
20	3 feet	15	dated 8 February 1948

LIMITATIONS OF PERMIT: 1/4 & 3/4 ton vehicles

DRIVER'S NAME: Tatsuo Kazaki — SEX: M — AGE: 34

DRIVER'S ADDRESS: 2 chome, Takadori, Miyazaki City — HOURS ON DUTY: 5 — YEARS EXP.: 2 — THIS VEHICLE: 1 1

OTHER VEHICLE

5

YEAR	MAKE	BODY TYPE	REGISTRATION NO.	KIND OF CARGO
UNK	JAP	Cargo	583	3 ton Rice

NUMBER OF PASSENGERS	CARGO DAMAGED?	PARTS OF VEHICLE DAMAGED; NATURE
3	None	Headlights, Grill and Bumper partially damaged.

GOING	ON (Street, highway)	DANGER NOTICED (Feet)	ESTIMATED SPEED	ESTIMATED SPEED (Impact)
SE	Highway #1	20	20	15-20

LAWFUL SPEED	DISTANCE AFTER IMPACT	MAXIMUM SAFE SPEED	PERMIT DATA (Number) (State) (Year)
20	3 feet	15	3677 Miyazaki

LIMITATIONS OF PERMIT: Automobile

DRIVER'S NAME AND ADDRESS: Yoshinobu Kawasaki, 4880 Kuboyama Kitaka Village Higashiusuki — SEX: M — AGE: 22

NAME AND ADDRESS OF OWNER: Shigeki Sakakibara, Takachiho Truck Co Gioncho Nobeoka City

6

A. NAME OF WITNESS	B. NAME OF WITNESS
Yoshinobu Kawasaki	
ADDRESS Kuboyama Kitaka Village, Higashiusuki-Gun	ADDRESS
LOCATION AT TIME OF ACCIDENT: In civilian vehicle	LOCATION AT TIME OF ACCIDENT

7

A. NAME OF INJURED (W&R)	B. NAME OF INJURED (W&R)
Masao Nagata	Tsutomu Niwa
SEX Male AGE 28	SEX Male AGE 45
ADDRESS Miyazaki Civil Affairs Team	ADDRESS Miyazaki Tax Office
KILLED OR INJURED: Injured	KILLED OR INJURED: Injured
ACTIVITY CLASS: Passenger	ACTIVITY CLASS: Passenger
IN WHAT VEHICLE? Federal	IN WHAT VEHICLE? Federal
WHERE IN VEHICLE? Dashboard	WHERE IN VEHICLE? Windshield
FIRST AID BY: Doctor Minoyama	FIRST AID BY: Doctor Minoyama
TAKEN TO: Dr's Office	TAKEN TO: Doctor's Office
TAKEN BY: Police	TAKEN BY: Police
VEHICLE REGISTRATION NO.: 20105496	VEHICLE REGISTRATION NO.: 20105496

8 PEDESTRIAN; DIRECTION OF TRAVEL AND ACTIONS: Not Applicable

PEDESTRIAN ACTIVITY

9 OBJECTS DAMAGED; OWNERSHIP; NATURE OF DAMAGE: Japanese truck. Owner Shigeki Sakakibara, Takachiho Truck Co. Gioncho Nobeoka City. Headlights, grill and bumper partially damaged (W&R)

10 TO 19

KIND OF LOCALITY	LIGHT	WEATHER
	Daylight	Clear

CONDITION OF ARMY DRIVER	CONDITION OF OTHER DRIVER OR
Apparently Normal	Apparently Normal
CONDITION OF ARMY VEHICLE: No apparent defects	CONDITION OF OTHER VEHICLE: No apparent defects
VISION OF ARMY DRIVER OBSCURED BY: Embankment	VISION OF OTHER DRIVER OBSCURED BY: Embankment
ROAD CHARACTER—ALIGNMENT: Sharp Curve	ROAD CHARACTER—GRADE: Uphill

ROAD SURFACE	ROAD CONDITION	TRAFFIC CONTROL

20

DRIVER'S ACTION—ARMY	DRIVER'S ACTION—OTHER
Making right turn	Making left turn

21

VIOLATIONS—ARMY DRIVER	VIOLATIONS—OTHER DRIVER
No improper driving indicated	No improper driving indicated

22

WIDTH OF ROAD OR PAVEMENT	NUMBER OF LANES	WERE LANES MARKED?	WERE LANES SEPARATED?	BY WHAT?
12 feet	2	No	No	

23 POLICE ACTION: No action

PERSON CHARGED

POLICE OFFICER

CODE

NOTE.—Item numbers correspond to the numbers of sections on Standard Form 91; complete Sections 24 (Diagram), 25, 26, 27, 28 and Damage Data on reverse side.

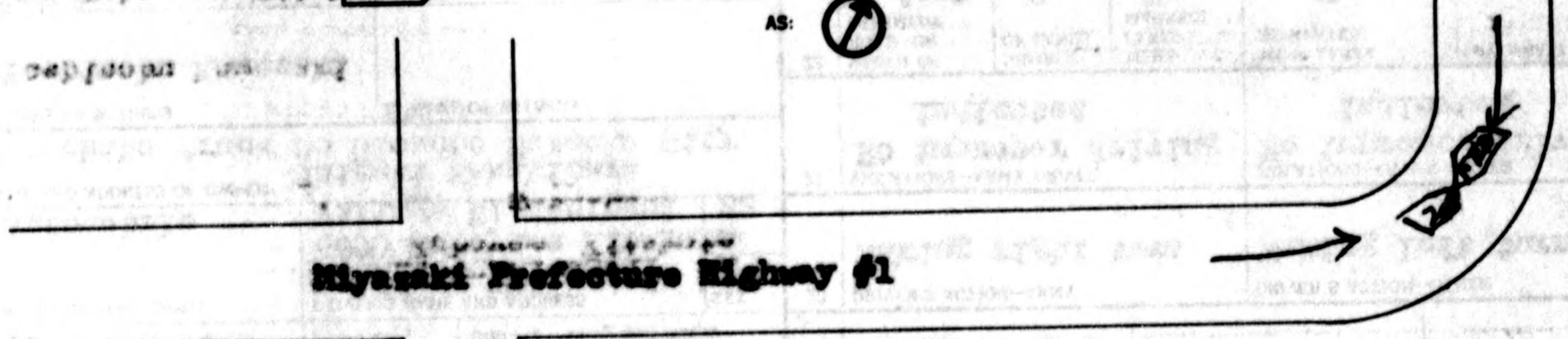
STANDARD FORM 91a (Tentative) Promulgated July 1948 by Bureau of the Budget No. 1002. (Replaces SF 26a which is obsolete)

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 779013

24 **INDICATE ON THIS DIAGRAM HOW ACCIDENT HAPPENED**

Use one of these outlines to sketch the scene of the accident, writing in street or highway names or numbers.

1. NUMBER EACH VEHICLE AND SHOW DIRECTION OF TRAVEL BY ARROW: ARMY 2
2. USE SOLID LINE TO SHOW PATH BEFORE ACCIDENT 2 , DOTTED LINE AFTER ACCIDENT 2
3. SHOW PEDESTRIAN BY:
4. SHOW RAILROAD BY:
5. SHOW DISTANCE AND DIRECTION TO LANDMARKS; IDENTIFY LANDMARKS BY NAME OR NUMBER
6. INDICATE NORTH IN THE CIRCLE AS:



(Name or number of street or highway)

(Name or number of street or highway)

25. POINT OF IMPACT

Front (Army vehicle)

Front (Other vehicle)

26 DRIVER'S DESCRIPTION OF WHAT HAPPENED: The vehicles "#1" and "2" approached each other on a sharp curve. The vision of both drivers was impaired by an embankment. The road was too narrow to avoid a collision. The vehicles were going too fast to stop. The result was a Head-on Collision.

27 NAME OF DRIVER	TITLE	DATE
TATSUO HAZAKI	Japanese Driver	1 Sep 49

28 STATEMENT OF REVIEWING OFFICIAL—WAS DRIVER WITHIN SCOPE OF EMPLOYMENT? CAUSE? PREVENTABLE? ACTION TAKEN?

The driver was dispatched on official business. The road was too narrow to avoid each other. The vehicles were going too fast to stop. The accident could have been avoided if the vehicles were not going so fast. No action has been taken.

USE THESE SPACES TO EXPAND KILLED AND INJURED ITEMS ABOVE WHERE AGENCY PERSONNEL ARE INVOLVED

	CIVILIAN OR MILITARY	NATURE OF INJURY AND PART OF BODY	PROBABLE DISABILITY	DATE STOPPED WORK	DATE RESUMED WORK
(A)	Department of the Army Civilian	Fractured Knee Cap	No	1 Sep 49	has not
(B)	Civilian (Japanese National)	Fractured Knee Lacerations of face	No	1 Sep 49	has not

DAMAGES COMPUTED FROM SECTIONS 4, 5, 9

ARMY VEHICLE	$ 540.00
NONARMY VEHICLE	$ No estimate
ARMY PROPERTY	$ 540.00
NONARMY PROPERTY	$ No estimate
TOTAL	$ 540.00

NAME AND TITLE OF REVIEWING OFFICIAL: s/ Junior A. Childers 1st Lt Inf (A True Copy John W. Gould DAC. KCAIP)

DATE: 19 Sept 49

COMMENTS

5039—FEC Printing Plant—3/49—60M

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 779013

KYUSHU CIVIL AFFAIRS REGION
HEADQUARTERS AND HEADQUARTERS DETACHMENT JWR/jsk
Fukuoka, Kyushu, Japan

APO 24 UNIT 5
23 November 1949

SUBJECT: Safety Reports of Motor Vehicle Accident

TO: Commanding Officer, Miyazaki Civil Affairs Team, APO 24
Unit 2

1. Reference: Operational Memorandum Number 5, Headquarters Kyushu Civil Affairs Region, "Safety Reports of Motor Vehicle Accidents," dated 15 September 1949.

2. Incomplete report of motor vehicle accident is returned for compliance with paragraph 2, above reference.

3. WD-AGO form 345, previously submitted, is no longer required. WD-AGO form 348 is required. For your convenience, blank forms 348 are enclosed.

FOR THE CHIEF:

HENRY E. RAINBOLT Jr
1st Lt FA
Adjutant

3 Incls:
1. OM 5
2. Forms 348
3. Team's report of accident

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 779013

4635

SUPERVISOR'S REPORT OF ACCIDENT
(See Instructions on Back)

REPORT CONTROL SYMBOL WDGPA - 113
FORM APPROVED BUDGET BUREAU NO. 49-R299

SECTION I — REPORTING UNIT

1a. TO: (Appropriate Headquarters)
Commanding General, 8th Army, APO 343

b. FROM: (Estab. and Unit where accident occurred, include town and state or foreign country)
Miyazaki Civil Affairs Team, APO 24 Unit 2

2. ACCIDENT OCCURRED IN	
GOVERNMENT OPERATION	CONTRACTOR OPERATION
X	

DO NOT USE — CODE

SECTION II — WHEN, WHERE, HOW AND WHY ACCIDENT OCCURRED AND CORRECTIVE ACTION

3. DATE OF ACCIDENT: 1 Sept 1949
4. TIME: 1240
5. EXACT LOCATION OF ACCIDENT: Takeshita Curve, Miyazaki Pref Highway #1 approx 4 miles fr Kitakata Village Higashi Usuki-Gun

6. DESCRIPTION BY INJURED PERSON; IF PROPERTY DAMAGE ONLY, BY PERSONS MOST CLOSELY ASSOCIATED WITH ACCIDENT (Tell the complete story of what happened; no signature required)
Head on collision caused when 2 vehicles driving in opposite directions met on narrow road - approach of vehicles obscured by an embankment - vehicles could not be stopped quickly.

7. DESCRIPTION BY RESPONSIBLE SUPERVISOR - CIVILIAN OR MILITARY (What led up to the accident, how did accident actually happen? Explain if anything was wrong with equipment, material, or layout and what was done wrong. Be specific.)
Both vehicles approached curve at approximately 20 MPH - sounded horns but wasnot heard by either driver - both drivers claim reduction in speed, then application of brakes - road is narrow and vehicles collided head on - apparently speed too great for road condition and necessary caution in negotiating a blind curve not observed.

8. WHAT ACTUALLY HAS BEEN DONE TO CORRECT CONDITIONS CAUSING THE ACCIDENT? All personnel authorized to drive have been cautioned about careful driving in accordance w/road conditions - this takes a continuing orientation.

9. WHAT REMAINS TO BE DONE TO CORRECT SUCH CONDITIONS AND WHY?
Nothing.

SECTION III — CONSEQUENCES AND RELATED DATA

10a. INJURY TO (Place X)

REPORTING AGENCY		
(1) MILITARY PERSONNEL	(2) CIVILIAN PERSONNEL X	(3) CONTRACTOR PERSONNEL
OTHER		
(4) OTHER FEDERAL AGENCY PERSONNEL	(5) NON-FEDERAL PERSON X	

10b. PROBABLE DISABILITY (Place X)

(1) DEATH	(4) TEMPORARY TOTAL	
(2) PERMANENT TOTAL	(5) TEMPORARY PARTIAL X	
(3) PERMANENT PARTIAL	(6) FIRST AID	

10c. ESTIMATED DAMAGE TO PROPERTY OR EQUIPMENT (Fill in one or more)

(1) REPORTING AGENCY	$ 540
(2) CONTRACTOR	$
(3) OTHER FEDERAL AGENCY	$
(4) NON-FEDERAL	$unknown
*Contractor of reporting agency	

11. DESCRIPTION OF PROPERTY OR EQUIPMENT DAMAGED
1/4 ton truck 4x4 C&R

12. OWNERSHIP OF PROPERTY OR EQUIPMENT DAMAGED (Names and Home Addresses)
US Army

13. NAME AND HOME ADDRESS OF INJURED: Masao Nagata, Miyazaki Civil Affairs Team, APO 24 Unit 2
14. SEX: M
15. AGE:
16. BADGE OR SERVICE NO.:
17. REGULAR OCCUPATION OF INJURED: Clerk, Interpreter, Translator
18. OFFICIAL ASSIGNMENT AT TIME OF ACCIDENT: Translator Legal & Govt, Clerk, Interpreter,
19. NATURE OF INJURY AND PART OF BODY INVOLVED: lacerations on face & knee injury
20. DATE INJURED STOPPED WORK: 1 Sep 49
21. DATE INJURED RETURNED TO WORK: has not returned

SEC IV — WITNESSES

22. NAMES: See attached sheet
23. ADDRESSES

SEC V — SUPERVISOR

24. SIGNATURE OF SUPERVISOR: Lewis E. Chelders, CWO USA
TITLE (Civilian or Military): Motor Officer
DATE: 13 Sep 49

SECTION VI — REVIEW AND COMMENT

25. COMMENTS ON ADEQUACY OF CORRECTIVE ACTION TAKEN, OR PLANNED, INCLUDING PROGRESS ON PENDING ACTIONS: Plans have been made to hold a drivers orientation course once every two weeks and all personnel riding in vehicles are to caution drivers as to speed etc.

26. SIGNATURE OF REVIEWING OFFICIAL: Truman A Chelders
TITLE (Civilian or Military): Investigating Officer
DATE: 15 Sep 49

See SR 345-10-41 for Form 97

6. WD AGO FORM 1 SEP 47 345 — REPLACES WD AGO FORM 438, WHICH IS OBSOLETE.

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

INSTRUCTIONS

SCOPE. THIS FORM WILL BE USED IN REPORTING ALL ACCIDENTS WHICH OCCUR INCIDENT TO OPERATIONS OR ACTIVITIES (EXCEPT FLYING) ARMY WIDE, AND WHICH RESULT IN INJURY AND/OR DAMAGE (EXCEPT WHEN DUE TO FIRE, OR EXPLOSION FOLLOWED BY FIRE), REGARDLESS OF WHERE THEY OCCUR.

PREPARATION: ACCIDENTS RESULTING IN INJURY AND PROPERTY DAMAGE REQUIRE ANSWERS TO ALL ITEMS: ACCIDENTS RESULTING IN INJURY ONLY REQUIRE ANSWERS TO ALL ITEMS EXCEPT 10c, 11 AND 12: ACCIDENTS RESULTING IN PROPERTY DAMAGE ONLY REQUIRE ANSWERS TO ALL ITEMS EXCEPT 10a, 10b AND 13 THROUGH 21 INCLUSIVE.

SECTION I

1 a. TO: The CG of the appropriate theater, department, continental army, or AAF major subordinate command, or the Chief of a technical service having safety supervision over the accident station.

b. FROM: Name of station reporting the accident (*include the unit designation*).

2. Government Operation - Performed by the U. S. Army.

Contractor Operation - Performed by a contractor under Army jurisdiction.

SECTION II

5. Include the town, state or foreign country, as well as the area, street intersection, building number and room.

7. A clear, concise summary of exactly what happened and how it happened and of events which preceded the accident. If injury resulted, state what injured was doing, including duty status (*on or off*) and location (*on or off post*).

8. There should be a definite relationship between the corrective measures and the cause factors indicated in the description of the accident.

9. Action not completed prior to completion of the report. Also recommendations requiring action by higher authority.

SECTION III

10 a. "Reporting Agency" refers to Army (*War Department*). "Other Federal Agency" refers to any governmental agency other than Army (*War Department*).

When more than one person is injured in a single accident, indicate in the number of persons injured in each classification in Item 10a; do not complete Item 10b. A Continuation Sheet will be attached and contain Items 10a and 10b concerning each person injured.

b. In cases where only one person is injured, the personnel classification should be checked in 10a and the probable disability in 10b:

(1) Death - Self-explanatory.

(2) Permanent Total - An injury which permanently and totally incapacitates a person from following any gainful occupation.

(3) Permanent Partial - An injury which results in the loss of any member or part of a member of the body or any permanent impairment of functions of the body or part thereof to any degree less than permanent total.

SUPERVISOR'S REPORT OF ACCIDENT

(See Instructions on Back)

REPORTS CONTROL SYMBOL CSGPA - 132

FORM APPROVED BUDGET BUREAU NO. 49-R209

SECTION I — REPORTING UNIT

1a. TO: (*Appropriate Headquarters*): CG-Third Army, Atlanta 3, Ga.

1b. FROM: (*Establishment where accident occurred. Include town and state or foreign country*): Co X-25th Inf Regt-Ft. Benning, Ga.

2. ACCIDENT OCCURRED IN: GOVERNMENT OPERATION: X; CONTRACTOR OPERATION:

DO NOT USE: CODE

SECTION II — WHERE, WHEN, HOW DID VEHICLE ACCIDENT OCCUR AND CORRECTIVE ACTION

3. DATE OF ACCIDENT: 3 Nov 47

4. TIME: 1415

5. EXACT LOCATION OF ACCIDENT: SW end of Post Dump near Lane St. and Military Rd.

6. DESCRIPTION BY INJURED PERSON; IF PROPERTY DAMAGE ONLY, BY PERSONS MOST CLOSELY ASSOCIATED WITH ACCIDENT (*Tell the complete story of what happened; no signature required*):

While on prisoner guard, I was riding in bed of truck. Driver backed too close to embankment. Truck overturned by sliding backwards, throwing the prisoner and me off.

DESCRIPTION BY RESPONSIBLE SUPERVISOR - CIVILIAN OR MILITARY (*What led up to the accident, how did accident actually happen? Explain if anything was wrong with equipment, material, or layout and what was done wrong. Be specific.*):

The driver of the truck was making a routine trash dump. He had been assigned to this duty for one month. Without looking where he was backing or having the guard and prisoner get off and direct him, he backed too far and went off the embankment. Nothing was wrong with the equipment.

8. WHAT ACTUALLY HAS BEEN DONE TO CORRECT CONDITIONS CAUSING THE ACCIDENT?

All guards have been ordered to get off trucks (with prisoners) and to direct the driver while he is backing.

9. WHAT REMAINS TO BE DONE TO CORRECT SUCH CONDITIONS AND WHY?

Because of the volume of traffic in this dump it is recommended that a man be assigned as a signal-man to ride all trucks.

SECTION III — RELATED DATA

10a. INJURY TO (*Place X*) — REPORTING AGENCY: (1) MILITARY PERSONNEL: X; (2) CIVILIAN PERSONNEL; (3) CONTRACTOR PERSONNEL. OTHER: (4) OTHER FEDERAL AGENCY PERSONNEL; (5) NON-FEDERAL PERSON.

10b. PROBABLE DISABILITY (*Place X*): (1) DEATH; (2) PERMANENT TOTAL; (3) PERMANENT PARTIAL; (4) TEMPORARY TOTAL; (5) TEMPORARY PARTIAL; (6) FIRST AID.

10c. ESTIMATED DAMAGE TO PROPERTY OR EQUIPMENT (*Fill in dots or ones*): (1) REPORTING AGENCY: $250; (2) CONTRACTOR*: $; (3) OTHER FEDERAL AGENCY: $; (4) NON-FEDERAL: $. *Contractor of reporting agency

11. DESCRIPTION OF PROPERTY OR EQUIPMENT DAMAGED: 2 ½ Ton (GMC) Dump Truck-Broken rear axle assembly

12. OWNERSHIP OF PROPERTY OR EQUIPMENT DAMAGED (*Names and Home Addresses*): Army

13. NAME AND HOME ADDRESS OF INJURED: Herman Waters, Treesville, N M.

14. SEX: Male

15. AGE: 26

16. RADIO OR SERVICE NO.: 42030558

17. REGULAR OCCUPATION OF INJURED: Military Police

18. OFFICIAL ASSIGNMENT AT TIME OF ACCIDENT: Guarding Prisoners

19. NATURE OF INJURY AND PART OF BODY INVOLVED: Lacerated Right Eye

20. DATE INJURED STOPPED WORK: 4 Nov 1947

21. DATE INJURED RETURNED TO WORK: 5 Nov 1947

SEC. IV — WITNESSES

22. NAMES: Burk, Thomas L. Pfc

23. ADDRESSES: 79th Tng Bn, Ft Benning, Ga.

SEC. V — PERSONAL REPORT

24. SIGNATURE OF SUPERVISOR: Ralph D. Stowe 1st Lt, Inf.

TITLE (*Civilian or Military*): Transportation Officer

DATE: 5 Nov 47

SECTION VI — REVIEW AND COMMENTS

25. COMMENTS ON ADEQUACY OF CORRECTIVE ACTION TAKEN, OR PLANNED, INCLUDING PROGRESS ON PENDING ACTIONS: Orders issued to post an MP at dump to direct drivers in backing. Guard and prisoners will get off truck but guard will not assist in directing driver.

26. SIGNATURE OF REVIEWING OFFICIAL: Charles Lemil, Asst, Inf

TITLE (*Civilian or Military*): Adjutant

DATE: 5 Nov 47

9

WD AGO FORM 1 SEP 47 345 — REPLACES WD AGO FORM 436, WHICH IS OBSOLETE.

SECTION III (*Continued*)

(4) Temporary Total - An injury other than above which renders the injured person unable to perform his regularly established job on any day or shift subsequent to the day of injury (*including Sundays and days off*).

(5) Temporary Partial - An injury which prevents the injured person from performing his own job on any day or shift subsequent to the day of injury but does not prevent his performing another regularly established job.

(6) First Aid - An injury which requires medical treatment only and does not result in loss of time.

If no injury occurred indicate "NONE" in captions 10a and 10b.

c. Damage to Property or Equipment includes Material. Estimate the extent of property damaged in Item 10c regardless of source of (*repair*) material or (*repair*) labor; do not state "Unknown" or "Undetermined". Each loss must be explained in Item 11.

11. Describe the property, consignment or material damaged in the accident.

Items 12 through 21 are not completed when more than one person is injured in a single accident. Complete each of these items for each person injured on the Continuation Sheet.

18. Exact work or directed assignment at time of accident.

20. The date of the first day (*subsequent to the date shown in Item 7*) when the injured commenced losing time.

21. The day injured returned to work; reports shall not be delayed for the completion of this item.

SECTION IV

22. Should be "eye witnesses" if available; if not, first person hearing of accident from injured person or other sources.

SECTION V

24. Supervisor responsible for information in Items 7 through 23, inclusive.

SECTION VI

25. The Reviewing Official shall be an operating official above the level of the supervisor in Item 24; the CO or superintendent of his operating representative. He will number (*in lower right-hand corner*) all reports that are forwarded to prevent undetected loss in transit.

REMARKS

0155 FEC PRINTING PLANT 10-47—115 M

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 770013

SUPERVISOR'S REPORT OF ACCIDENT

(See Instructions on Back)

REPORT CONTROL SYMBOL WDCPA - 113

FORM APPROVED BUDGET BUREAU NO. 49-R299

SECTION I — REPORTING UNIT

1a. TO: (Appropriate Headquarters)
Commanding General, 8th Army, APO 343

b. FROM: (Estab. and Unit where accident occurred, include town and state or foreign country)
Miyazaki Civil Affairs Team, APO 24 Unit 2

2. ACCIDENT OCCURRED IN	
GOVERNMENT OPERATION	CONTRACTOR OPERATION
X	

DO NOT USE — CODE

SECTION II — WHEN, WHERE, HOW AND WHY ACCIDENT OCCURRED AND CORRECTIVE ACTION

3. DATE OF ACCIDENT: 1 Sept 1949 | 4. TIME: 1240 | 5. EXACT LOCATION OF ACCIDENT: Takeshita Curve, Miyazaki Pref Highway #1-approx 4 miles fr Kitakata Village

6. DESCRIPTION BY INJURED PERSON; IF PROPERTY DAMAGE ONLY, BY PERSONS MOST CLOSELY ASSOCIATED WITH ACCIDENT (Tell the complete story of what happened; no signature required)
Higashi Usuki-Gun
Head on collision caused when 2 vehicles driving in opposite directions met on narrow road - approach of vehicles obscured by an embankment - vehicles could not be stopped quickly.

7. DESCRIPTION BY RESPONSIBLE SUPERVISOR - CIVILIAN OR MILITARY (What led up to the accident, how did accident actually happen? Explain if anything was wrong with equipment, material, or layout and what was done wrong. Be specific.)
Both vehicles approached curve at approximately 20 MPH - Sounded horns but wasnot heard by either driver - both drivers claim reduction in speed, then application of brakes - road is narrow and vehicles collided head on - apparently speed too great for road condition and necessary caution in negotiating a blind curve not observed.

8. WHAT ACTUALLY HAS BEEN DONE TO CORRECT CONDITIONS CAUSING THE ACCIDENT? All Personnel authorized to drive have been cautioned about careful driving in accordance w/road conditions - this takes a continuing orientation.

9. WHAT REMAINS TO BE DONE TO CORRECT SUCH CONDITIONS AND WHY?
Nothing.

SECTION III — CONSEQUENCES AND RELATED DATA

10a. INJURY TO (Place X) — REPORTING AGENCY			10b. PROBABLE DISABILITY (Place X)		10c. ESTIMATED DAMAGE TO PROPERTY OR EQUIPMENT (Fill in one or more)	
(1) MILITARY PERSONNEL	(2) CIVILIAN PERSONNEL X	(3) CONTRACTOR PERSONNEL	(1) DEATH	(4) TEMPORARY TOTAL	(1) REPORTING AGENCY	$ 540
OTHER					(2) CONTRACTOR[1]	$
(4) OTHER FEDERAL AGENCY PERSONNEL	(5) NON-FEDERAL PERSON X		(2) PERMANENT TOTAL	(5) TEMPORARY PARTIAL X	(3) OTHER FEDERAL AGENCY	$
			(3) PERMANENT PARTIAL	(6) FIRST AID	(4) NON-FEDERAL	$ unknown
					[1]Contractor of reporting agency	

11. DESCRIPTION OF PROPERTY OR EQUIPMENT DAMAGED
1/4 ton truck 4x4 GAR

12. OWNERSHIP OF PROPERTY OR EQUIPMENT DAMAGED (Names and Home Addresses)
US Army

13. NAME AND HOME ADDRESS OF INJURED: Masao Nagata, Miyazaki Civil Affairs Team, APO 24 Unit 2 | 14. SEX: M | 15. AGE | 16. BADGE OR SERVICE NO.

17. REGULAR OCCUPATION OF INJURED: Clerk, Interpreter, Translator

18. OFFICIAL ASSIGNMENT AT TIME OF ACCIDENT: Legal & Govt. Clerk, Interpreter, Translator

19. NATURE OF INJURY AND PART OF BODY INVOLVED: lacerations on face & knee injury

20. DATE INJURED STOPPED WORK: 1 Sep 49

21. DATE INJURED RETURNED TO WORK: has not returned

SEC IV — WITNESSES

22. NAMES: See attached sheet

23. ADDRESSES

CWO, USA

SEC V — SUPERVISOR

24. SIGNATURE OF SUPERVISOR: Lewis E Edelston CWO USA

TITLE (Civilian or Military): Motor Officer

DATE: 13 Sep 49

SECTION VI — REVIEW AND COMMENT

25. COMMENTS ON ADEQUACY OF CORRECTIVE ACTION TAKEN, OR PLANNED, INCLUDING PROGRESS ON PENDING ACTIONS: Plans have been made to hold a drivers orientation course once every two weeks and all personnel riding in vehicles are to caution drivers as to speed etc.

26. SIGNATURE OF REVIEWING OFFICIAL: Francis A Childers

TITLE (Civilian or Military): Investigating Officer

DATE: 15 Sep 49

WD AGO FORM 1 SEP 47 345

REPLACES WD AGO FORM 438, WHICH IS OBSOLETE.

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

INSTRUCTIONS

SCOPE. THIS FORM WILL BE USED IN REPORTING ALL ACCIDENTS WHICH OCCUR INCIDENT TO OPERATIONS OR ACTIVITIES (EXCEPT FLYING) ARMY WIDE, AND WHICH RESULT IN INJURY AND/OR DAMAGE (EXCEPT WHEN DUE TO FIRE, OR EXPLOSION FOLLOWED BY FIRE), REGARDLESS OF WHERE THEY OCCUR.

PREPARATION: ACCIDENTS RESULTING IN INJURY AND PROPERTY DAMAGE REQUIRE ANSWERS TO ALL ITEMS: ACCIDENTS RESULTING IN INJURY ONLY REQUIRE ANSWERS TO ALL ITEMS EXCEPT 10c, 11 AND 12: ACCIDENTS RESULTING IN PROPERTY DAMAGE ONLY REQUIRE ANSWERS TO ALL ITEMS EXCEPT 10a, 10b AND 13 THROUGH 21 INCLUSIVE.

SECTION I

1 a. TO: The CG of the appropriate theater, department, continental army, or AAF major subordinate command, or the Chief of a technical service having safety supervision over the accident station.

b. FROM: Name of station reporting the accident (*include the unit designation*).

2. Government Operation - Performed by the U. S. Army.
Contractor Operation - Performed by a contractor under Army jurisdiction.

SECTION II

6. Include the town, state or foreign country, as well as the area, street intersection, building number and room.

7. A clear, concise summary of exactly what happened and how it happened and of events which preceded the accident. If injury resulted, state what injured was doing, including duty status (*on or off*) and location (*on or off post*).

8. There should be a definite relationship between the corrective measures and the cause factors indicated in the description of the accident.

9. Action not completed prior to completion of the report. Also recommendations requiring action by higher authority.

SECTION III

10 a. "Reporting Agency" refers to Army (*War Department*). "Other Federal Agency" refers to any governmental agency other than Army (*War Department*).

When more than one person is injured in a single accident, indic te the number of persons injured in each classification in Item 10a; do not complete Item 10b. A Continuation Sheet will be attached and contain Items 10a and 10b concerning each person injured.

b. In cases where only one person is injured, the personnel classification should be checked in 10a and the probable disability in 10b:

(1) Death - Self-explanatory.

(2) Permanent Total - An injury which permanently and totally incapacitates a person from following any gainful occupation.

(3) Permanent Partial - An injury which results in the loss of any member or part of a member of the body or any permanent impairment of functions of the body or part thereof to any degree less than permanent total.

SUPERVISOR'S REPORT OF ACCIDENT
(See Instructions on Back)

REPORTS CONTROL SYMBOL CSGPA - 112
FORM APPROVED BUDGET BUREAU NO. 40-R399

SECTION I REPORTING UNIT

1a. TO: (*Appropriate Headquarters*)
CG-Third Army, Atlanta 3, Ga.

1b. FROM: (*Estab. and Unit where accident occurred. Include town and state or foreign country*)
Co X-25th Inf Regt-Ft Benning, Ga.

2. ACCIDENT OCCURRED IN: GOVERNMENT OPERATION: X; CONTRACTOR OPERATION: ; DO NOT USE:

3. DATE OF ACCIDENT: 3 Nov 47 — 4. TIME: 1415 — 5. EXACT LOCATION OF ACCIDENT: S/W end of Post Dump near Lane St. and Military Rd.

6. DESCRIPTION OF INJURED PERSON; IF PROPERTY DAMAGE ONLY, BY PERSONS MOST CLOSELY ASSOCIATED WITH ACCIDENT (*Tell the complete story of what happened; no signature required*)
While on prisoner guard, I was riding in bed of truck. Driver backed too close to embankment. Truck overturned by sliding backwards, throwing the prisoner and me off.

SECTION II WHO, WHERE, AND HOW ACCIDENT OCCURRED AND CORRECTIVE ACTION

DESCRIPTION BY RESPONSIBLE SUPERVISOR - CIVILIAN OR MILITARY (*What led up to the accident, how did accident actually happen? Explain if anything was wrong with equipment, material, or layout and what was done wrong. Be specific.*)
The driver of the truck was making a routine trash dump. He had been assigned to this duty for one month. Without looking where he was backing or having the guard and prisoner get off and direct him, he backed too far and went off the embankment. Nothing was wrong with the equipment.

8. WHAT ACTUALLY HAS BEEN DONE TO CORRECT CONDITIONS CAUSING THE ACCIDENT?
All guards have been ordered to get off trucks (with prisoners) and to direct the driver while he is backing.

9. WHAT REMAINS TO BE DONE TO CORRECT SUCH CONDITIONS, AND WHY?
Because of the volume of traffic in this dump it is recommended that a man be assigned as a signal-man to ride all trucks.

SECTION III CONSEQUENCES AND RELATED DATA

10a. INJURY TO (*Place X*) — REPORTING AGENCY			10b. PROBABLE DISABILITY (*Place X*)		10c. ESTIMATED DAMAGE TO PROPERTY OR EQUIPMENT (*Fill in one or more*)	
(1) MILITARY PERSONNEL: X	(2) CIVILIAN PERSONNEL:	(3) CONTRACTOR PERSONNEL:	(1) DEATH:	(4) TEMPORARY TOTAL: X	(1) REPORTING AGENCY:	$250
					(2) CONTRACTOR:	$
OTHER			(2) PERMANENT TOTAL:	(5) TEMPORARY PARTIAL:	(3) OTHER FEDERAL AGENCY:	$
(4) OTHER FEDERAL AGENCY PERSONNEL:	(5) NON-FEDERAL PERSON:		(3) PERMANENT PARTIAL:	(6) FIRST AID:	(4) NON-FEDERAL:	$
					Contractor of reporting agency	

11. DESCRIPTION OF PROPERTY OR EQUIPMENT DAMAGED
2 ½ Ton (GMC) Dump Truck-Broken rear axle assembly

12. OWNERSHIP OF PROPERTY OR EQUIPMENT DAMAGED (*Name and Home Addresses*)
Army

13. NAME AND POST ADDRESS OF INJURED: Herman Waters, Treesville, N M. — 14. SEX: Male — 15. AGE: 26 — 16. RADIO OR SERVICE NO.: 42030558

17. REGULAR OCCUPATION OF INJURED: Military Police — 18. OFFICIAL ASSIGNMENT AT TIME OF ACCIDENT: Guarding Prisoners

19. NATURE OF INJURY AND PART OF BODY INVOLVED: Lacerated Right Eye — 20. DATE INJURED STOPPED WORK: 4 Nov 1947 — 21. DATE INJURED RETURNED TO WORK: 5 Nov 1947

SEC. IV WITNESSES

22. NAMES: Burk, Thomas L. Pfc — 23. ADDRESSES: 79th Inf Bn, Ft Benning, Ga.

SEC. V REPORTING OFFICIAL

24. SIGNATURE OF SUPERVISOR: Ralph T. Grove 1st Lt, Inf. — TITLE (*Civilian or Military*): Transportation Officer — DATE: 5 Nov 47

SECTION VI REVIEW AND COMMENT

25. COMMENTS ON ADEQUACY OF CORRECTIVE ACTION TAKEN, OR PLANNED, INCLUDING PROGRESS ON PENDING ACTIONS: Orders issued to post an NCO at dump to direct drivers in backing. Guard and prisoners will get off truck but guard will not assist in directing driver.

26. SIGNATURE OF REVIEWING OFFICIAL: Charles Arnold, Asst, Inf. — TITLE (*Civilian or Military*): Adjutant — DATE: 5 Nov 47 — 9

WD AGO FORM 1 MAY 47 345 — REPLACES WD AGO FORM 345, WHICH IS OBSOLETE.

SECTION III (*Continued*)

(4) Temporary Total - An injury other than above which renders the injured person unable to perform his regularly established job on any day or shift subsequent to the day of injury (*including Sundays and days off*).

(5) Temporary Partial - An injury which prevents the injured person from performing his own job on any day or shift subsequent to the day of injury but does not prevent his performing another regularly established job.

(6) First Aid - An injury which requires medical treatment only and does not result in loss of time.

If no injury occurred indicate "NONE" in captions 10a and 10b.

c. Damage to Property or Equipment includes Material. Estimate the extent of property damaged in Item 10c regardless of source of (*repair*) material or (*repair*) labor; do not state "Unknown" or "Undetermined". Each loss must be explained in Item 11.

11. Describe the property, equipment or material damaged in the accident.

Items 13 through 21 are not completed when more than one person is injured in a single accident. Complete each of these items for each person injured on the Continuation Sheet.

18. Exact work or directed assignment at time of accident.

20. The date of the first day (*subsequent to the date shown in Item 3*) when the injured commenced losing time.

21. The day injured returned to work; reports shall not be delayed for the completion of this item.

SECTION IV

22. Should be "eye witnesses" if available; if not, first person hearing of accident from injured person or other source.

SECTION V

24. Supervisor responsible for information in Items 1 through 23, inclusive.

SECTION VI

26. The Reviewing Official shall be an operating official above the level of the supervisor in Item 24. The CO or superintendent or his operating representative. He will number (*in lower right-hand corner*) all reports that are forwarded to prevent undetected loss in transit.

REMARKS

0135 FEC PRINTING PLANT - 10/47 - 115M

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 779013

SUPERVISOR'S REPORT OF ACCIDENT
(See Instructions on Back)

REPORTS CONTROL SYMBOL WDGPA - 113
FORM APPROVED BUDGET BUREAU NO. 49-R299

SECTION I — REPORTING UNIT

1a. TO: Commanding General, 8th Army, APO 343

b. FROM: (Estab. and Unit where accident occurred, include town and state or foreign country)
Miyazaki Civil Affairs Team, APO 24 Unit 2

2. ACCIDENT OCCURRED IN		DO NOT USE
GOVERNMENT OPERATION	CONTRACTOR OPERATION	CODE
X		
X		

SECTION II — WHEN, WHERE, HOW AND WHY ACCIDENT OCCURRED AND CORRECTIVE ACTION

3. DATE OF ACCIDENT	4. TIME	5. EXACT LOCATION OF ACCIDENT
1 Sept 1949	1240	Takeshita Curve, Miyazaki Pref Highway #1-approx 4 miles fr Kitakata Village

6. DESCRIPTION BY INJURED PERSON; IF PROPERTY DAMAGE ONLY, BY PERSONS MOST CLOSELY ASSOCIATED WITH ACCIDENT (Tell the complete story of what happened; no signatures) Miyazaki Ken-Gun

Head on collision caused when 2 vehicles driving in opposite directions met on narrow road - approach of vehicles obscured by an embankment - vehicles could not be stopped quickly.

7. DESCRIPTION BY RESPONSIBLE SUPERVISOR - CIVILIAN OR MILITARY (What led up to the accident, how did accident actually happen? Explain if anything was wrong with equipment, material, or layout and what was done wrong. Be specific.)

Both vehicles approached curve at approximately 20 MPH - Sounded horns but wasnot heard by either driver - both drivers claim reduction in speed, then application of brakes - road is narrow and vehicles collided head on - apparently speed too great for road condition and necessary caution in negotiating a blind curve not observed.

8. WHAT ACTUALLY HAS BEEN DONE TO CORRECT CONDITIONS CAUSING THE ACCIDENT? All Personnel authorized to drive have been cautioned about careful driving in accordance w/road conditions - this takes a continuing orientation.

9. WHAT REMAINS TO BE DONE TO CORRECT SUCH CONDITIONS AND WHY?

Nothing.

SECTION III — CONSEQUENCES AND RELATED DATA

10a. INJURY TO (Place X) — REPORTING AGENCY			10b. PROBABLE DISABILITY (Place X)		10c. ESTIMATED DAMAGE TO PROPERTY OR EQUIPMENT (Fill in one or more)	
(1) MILITARY PERSONNEL	(2) CIVILIAN PERSONNEL X	(3) CONTRACTOR PERSONNEL	(1) DEATH	(4) TEMPORARY TOTAL	(1) REPORTING AGENCY	$ 540
OTHER			(2) PERMANENT TOTAL	(5) TEMPORARY PARTIAL X	(2) CONTRACTOR[1]	$
(4) OTHER FEDERAL AGENCY PERSONNEL	(5) NON-FEDERAL PERSON X		(3) PERMANENT PARTIAL	(6) FIRST AID	(3) OTHER FEDERAL AGENCY	$
					(4) NON-FEDERAL	$ unknown

[1] Contractor of reporting agency

11. DESCRIPTION OF PROPERTY OR EQUIPMENT DAMAGED
1/4 ton truck 4x4 GMC

12. OWNERSHIP OF PROPERTY OR EQUIPMENT DAMAGED (Names and Home Addresses)
US Army

13. NAME AND HOME ADDRESS OF INJURED Nuno Nagata, Miyazaki Civil Affairs Team, APO 24 Unit 2

14. SEX M
15. AGE

16. BADGE OR SERVICE NO.

17. REGULAR OCCUPATION OF INJURED
Clerk, Interpreter, Translator

18. OFFICIAL ASSIGNMENT AT TIME OF ACCIDENT
Legal & Govt. Clerk, Translator Interpreter

19. NATURE OF INJURY AND PART OF BODY INVOLVED
lacerating,on face & knee injury

20. DATE INJURED STOPPED WORK
1 Sep 49

21. DATE INJURED RETURNED TO WORK
has not returned

SEC IV — WITNESSES

22. NAMES
See attached sheet

23. ADDRESSES

SEC V — SUPERVISOR

24. SIGNATURE OF SUPERVISOR
Lewis E Edelen CWO USA

TITLE (Civilian or Military)
Motor Officer

DATE
13 Sep 49

SECTION VI — REVIEW AND CONCURRENT

25. COMMENTS ON ADEQUACY OF CORRECTIVE ACTION TAKEN, OR PLANNED, INCLUDING PROGRESS ON PENDING ACTIONS Plans have been made to hold a drivers orientation course once every two weeks and all personnel riding in vehicles are to caution drivers as to speed etc.

26. SIGNATURE OF REVIEWING OFFICIAL
Junior O Childress

TITLE (Civilian or Military)
Investigating Officer

DATE
15 Sep 49

WD AGO FORM 1 SEP 47 345

REPLACES WD AGO FORM 438, WHICH IS OBSOLETE.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDC NO. 11-0

INSTRUCTIONS

SCOPE. THIS FORM WILL BE USED IN REPORTING ALL ACCIDENTS WHICH OCCUR INCIDENT TO OPERATIONS OR ACTIVITIES (EXCEPT FLYING) ARMY WIDE, AND WHICH RESULT IN INJURY AND/OR DAMAGE (EXCEPT WHEN DUE TO FIRE, OR EXPLOSION FOLLOWED BY FIRE), REGARDLESS OF WHERE THEY OCCUR.

PREPARATION: ACCIDENTS RESULTING IN INJURY AND PROPERTY DAMAGE REQUIRE ANSWERS TO ALL ITEMS; ACCIDENTS RESULTING IN INJURY ONLY REQUIRE ANSWERS TO ALL ITEMS EXCEPT 10c, 11 AND 12; ACCIDENTS RESULTING IN PROPERTY DAMAGE ONLY REQUIRE ANSWERS TO ALL ITEMS EXCEPT 10a, 10b AND 13 THROUGH 21 INCLUSIVE.

SECTION I

1 a. TO: The CG of the appropriate theater, department, continental army, or AAF major subordinate command, or the Chief of a technical service having safety supervision over the accident station.

b. FROM: Name of station reporting the accident *(include the unit designation)*.

2. Government Operation - Performed by the U. S. Army.
Contractor Operation - Performed by a contractor under Army jurisdiction.

SECTION II

5. Include the town, state or foreign country, as well as the area, street intersection, building number and room.

7. A clear, concise summary of exactly what happened and how it happened and of events which preceded the accident. If injury resulted, state what injured was doing, including duty status *(on or off)* and location *(on or off post)*.

8. There should be a definite relationship between the corrective measures and the causes factors indicated in the description of the accident.

9. Action not completed prior to completion of the report. Also recommendations requiring action by higher authority.

SECTION III

10 a. "Reporting Agency" refers to Army *(War Department)*. "Other Federal Agency" refers to any governmental agency other than Army *(War Department)*.

When more than one person is injured in a single accident, indic to the number of persons injured in each classification in Item 10a, do not complete Item 10b. A Continuation Sheet will be attached and contain Items 10a and 10b concerning each person injured.

b. In cases where only one person is injured, the personnel classification should be checked in 10a and the probable disability in 10b:

(1) Death - Self-explanatory.

(2) Permanent Total - An injury which permanently and totally incapacitates a person from following any gainful occupation.

(3) Permanent Partial - An injury which results in the loss of any member or part of a member of the body or any permanent impairment of functions of the body or part thereof to any degree less than permanent total.

SUPERVISOR'S REPORT OF ACCIDENT
(See Instructions on Back)

REPORTS CONTROL SYMBOL CSGPA - 220
FORM ACCIDENTAL INJURY/DEATH NO. 48-8205

SECTION I REPORTING UNIT

1a. TO: (Appropriate Headquarters)
CG-Third Army, Atlanta 3, Ga.

b. FROM: (Detach. and Unit where accident occurred. Include town and state or foreign country)
Co X-25th Inf Regt-Ft. Benning, Ga.

2. ACCIDENT OCCURRED IN: GOVERNMENT OPERATION: X; CONTRACTOR OPERATION:

DO NOT USE

SECTION II GENERAL DATA CONCERNING ACCIDENT

3. DATE OF ACCIDENT: 3 Nov 47
4. TIME: 1415
5. EXACT LOCATION OF ACCIDENT: 3rd end of Post Dump near Lane St. and Military Rd.

6. DESCRIPTION OF INJURED PERSONS OR PROPERTY DAMAGE ONLY, BY PERSONS MOST CLOSELY ASSOCIATED WITH ACCIDENT *(Tell who completes story of what happened; no signatures required)*
While on prisoner guard, I was riding in bed of truck. Driver backed too close to embankment. Truck overturned by sliding backwards, throwing the prisoner and me off.

DESCRIPTION OF SUPERVISORY SUPERVISION - CIVILIAN OR MILITARY (What foreman or the supervisor, who did accident actually happen? Explain), including any wrong with equipment, material, or layout and what was done wrong. Be specific.)
The driver of the truck was making a routine trash dump. He had been assigned to this duty for one month. Without looking where he was backing or having the guard and prisoner get off and direct him, he backed too far and went off the embankment. Nothing was wrong with the equipment.

8. WHAT ACTUALLY HAS BEEN DONE TO CORRECT CONDITIONS CAUSING THE ACCIDENT?
All guards have been ordered to get off trucks (with prisoners) and to direct the driver while he is backing.

9. WHAT REMAINS TO BE DONE TO CORRECT SUCH CONDITION) AND WHY?
Because of the volume of traffic in this dump it is recommended that a man be assigned as a signal-man to ride all trucks.

SECTION III CONSEQUENCES AND RELATED DATA

10a. INJURY TO (Please X)

REPORTING AGENCY			OTHER		
(1) MILITARY PERSONNEL: X	(2) CIVILIAN PERSONNEL	(3) CONTRACTOR PERSONNEL	(4) OTHER FEDERAL AGENCY PERSONNEL	(5) NON-FEDERAL PERSONS	

10b. PROBABLE DISABILITY (Please X)

(1) DEATH	(2) TEMPORARY TOTAL: X	(3) PERMANENT TOTAL
(4) PERMANENT PARTIAL	(5) TEMPORARY PARTIAL	(6) FIRST AID

10c. ESTIMATED DAMAGE TO PROPERTY OR EQUIPMENT (Drop to nearest dollar or cents)

(1) REPORTING AGENCY	$250
(2) CONTRACTOR	$
(3) OTHER FEDERAL AGENCY	$
(4) NON-FEDERAL	$
Total	

11. DESCRIPTION OF PROPERTY OR EQUIPMENT DAMAGED
2 ½ Ton (GMC) Dump Truck-Broken rear axle assembly

12. OWNERSHIP OF PROPERTY OR EQUIPMENT DAMAGED (Name and Home Address)
Army

13. NAME AND HOME ADDRESS OF INJURED
Herman Waters, Treesville, N M.

14. SEX: Male
15. AGE: 26
16. RANK OR SERVICE NO.: 42030558

17. USUAL OCCUPATION OF INJURED
Military Police

18. OFFICIAL ASSIGNMENT AT TIME OF ACCIDENT
Guarding Prisoners

19. NATURE OF INJURY AND PART OF BODY INVOLVED
Lacerated Right Eye

20. DATE INJURED STOPPED WORK
4 Nov 1947

21. DATE INJURED RETURNED TO WORK
5 Nov 1947

SECTION IV WITNESSES

22. NAMES
Burk, Thomas L. Pfc

23. ADDRESSES
75th Inf Bn, Ft. Benning, Ga.

SECTION V REPORTING OFFICIAL

24. SIGNATURE OF SUPERVISOR
Ralph T. Grove 1st Lt, Inf.

TITLE (Civilian or Military)
Transportation Officer

DATE
5 Nov 47

SECTION VI REVIEWING OFFICIAL

25. COMMENTS ON ADEQUACY OF CORRECTIVE ACTION TAKEN, OR PLANNED, INCLUDING PROGRESS ON PENDING ACTIONS
Orders issued to post on Hill at dump to direct drivers in backing. Guard and prisoners will get off truck but guard will not assist in directing driver.

26. SIGNATURE OF REVIEWING OFFICIAL
Charles Arnold, Capt, Inf

TITLE (Civilian or Military)
Adjutant

DATE
5 Nov 47

9

WD AGO FORM 1 SEP 47 345

REPLACES WD AGO FORM 345, WHICH IS OBSOLETE.

SECTION III (Continued)

(4) Temporary Total - An injury other than above which renders the injured person unable to perform his regularly established job on any day or shift subsequent to the day of injury *(including Sundays and days off)*.

(5) Temporary Partial - An injury which prevents the injured person from performing his own job on any day or shift subsequent to the day of injury but does not prevent his performing another regularly established job.

(6) First Aid - An injury which requires medical treatment only and does not result in loss of time.

If no injury occurred indicate "NONE" in captions 10a and 10b.

c. Damage to Property or Equipment includes Material. Estimate the extent of property damaged in Item 10c regardless of source of *(repair)* material or *(repair)* labor; do not state "Unknown" or "Undetermined". Each loss must be explained in Item 11.

11. Describe the property, equipment or material damaged in the accident.

Items 13 through 21 are not completed when more than one person is injured in a single accident. Complete each of these items for each person injured on the Continuation Sheet.

18. Exact work or directed assignment at time of accident.

20. The date of the first day *(subsequent to the date shown in Item 9)* when the injured commenced losing time.

21. The day injured returned to work; reports shall not be delayed for the completion of this item.

SECTION IV

22. Should be "eye witnesses" if available; if not, first person hearing of accident from injured person or other sources.

SECTION V

24. Supervisor responsible for information in Items 3 through 23, inclusive.

SECTION VI

26. The Reviewing Official shall be an operating official above the level of the supervisor in Item 24; the CO or superintendent or his operating representative. He will number *(in lower right-hand corner)* all reports that are forwarded to prevent undetected loss in transit.

REMARKS

0155 — FEC PRINTING PLANT — 10-47 — 115 M

STANDARD FORM 91

OPERATOR'S REPORT OF MOTOR VEHICLE ACCIDENT

Miyazaki C A Team
(Department or establishment)

1. Miyazaki C A Team APO 24 Unit 2
(Name and location of reporting unit)

2. **GENERAL LOCATION, DATE, DAY AND HOUR OF ACCIDENT**

If ACCIDENT IN CITY, GIVE CITY OR TOWN AND STATE. If OUTSIDE CITY LIMITS, INDICATE MILEAGE OR DISTANCE TO NEAREST CITY OR TOWN.

Nobeoka, Kyushu, Japan
(City or town)

15 Northwest FROM Limits ☒ Center ☐
(Miles) (Direction)

Miyazaki Prefecture
(County and State)

DATE	DAY OF WEEK	HOUR A.M. P.M.

3. **EXACT LOCATION OF ACCIDENT**

ACCIDENT OCCURRED ON Highway #1
(Street) (Highway)

NOTE: CHECK AND COMPLETE ONE. Name (or otherwise identify) nearest intersecting street, house number, poles or telephone pole (give number), highway curve, bridge, railroad crossing, filling station, alley, driveway, culvert, guardrail, milepost, underpass, or other identifying landmark. Show exact distance.

☐ AT INTERSECTION WITH _____
(Street or alley)

☐ NOT AT INTERSECTION 15 Miles NW of Nobeoka, Kyushu, Japan
(Distance) (Direction)

AND 15 Miles SE of Takachio, Kyushu, Japan
(Distance) (Direction)

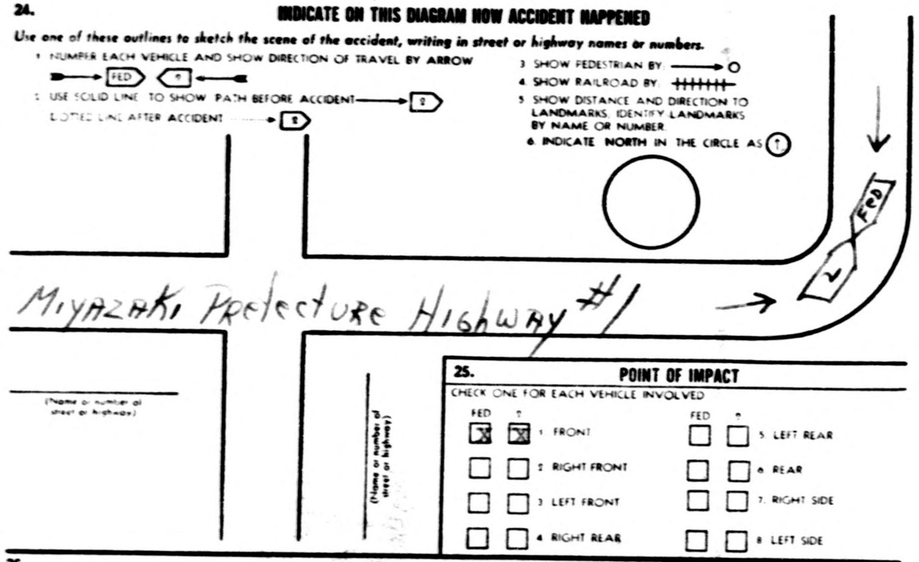
FILL OUT THIS FORM ON THE SPOT, INSOFAR AS POSSIBLE

4. FEDERAL VEHICLE (Fed.) (Includes Privately Owned Federally Operated)	5. OTHER VEHICLE (2)
YEAR [redacted] MAKE [redacted] BODY TYPE [redacted]	YEAR [redacted] MAKE [redacted] BODY TYPE [redacted]
REGISTRATION NO. [redacted] KIND OF CARGO [redacted] NUMBER OF PASSENGERS 3	REGISTRATION NO. [redacted] KIND OF CARGO [redacted] NUMBER OF PASSENGERS 3
WAS CARGO DAMAGED? YES ☐ NO ☐	WAS CARGO DAMAGED? YES ☐ NO ☐
PARTS OF VEHICLE DAMAGED AND NATURE OF DAMAGE [redacted]	PARTS OF VEHICLE DAMAGED AND NATURE OF DAMAGE [redacted]
GOING (Direction) [redacted] ON (Street or highway) [redacted]	GOING (Direction) [redacted] ON (Street or highway) [redacted]
DISTANCE DANGER NOTICED [redacted] ESTIMATED SPEED THEN [redacted] ESTIMATED SPEED AT IMPACT [redacted]	DISTANCE DANGER NOTICED [redacted] ESTIMATED SPEED [redacted] ESTIMATED SPEED [redacted]
LAWFUL SPEED (m. p. h.) [redacted] DISTANCE TRAVELLED AFTER IMPACT (Feet) [redacted]	LAWFUL SPEED (m. p. h.) [redacted] DISTANCE TRAVELLED AFTER IMPACT (Feet) [redacted]
MAXIMUM SAFE SPEED [redacted] OPERATOR'S PERMIT ☐ FEDERAL ☐ STATE	MAXIMUM SAFE SPEED [redacted] OPERATOR'S PERMIT [redacted]
TYPE OF PERMIT (Issuing State) (Permit number) ☐ CHAUFFEUR ☐ TRUCK DRIVER ☐ OPERATOR	TYPE OF PERMIT (Issuing State) (Permit number) ☐ CHAUFFEUR ☐ TRUCK DRIVER ☐ OPERATOR
DRIVER, [redacted] SEX [redacted] AGE [redacted]	DRIVER [redacted] SEX [redacted] AGE [redacted]
ADDRESS [redacted]	ADDRESS [redacted]
NUMBER OF HOURS ON DUTY PRECEDING ACCIDENT [redacted] YEARS DRIVING EXPERIENCE [redacted] TYPE OF LICENSE [redacted]	NAME AND ADDRESS OF OWNER (If other than driver) [redacted]

24. **INDICATE ON THIS DIAGRAM HOW ACCIDENT HAPPENED**

Use one of these outlines to sketch the scene of the accident, writing in street or highway names or numbers.

1. NUMBER EACH VEHICLE AND SHOW DIRECTION OF TRAVEL BY ARROW — FED ↑
2. USE SOLID LINE TO SHOW PATH BEFORE ACCIDENT → ↑; DOTTED LINE AFTER ACCIDENT ⇢ ↑
3. SHOW PEDESTRIAN BY →○
4. SHOW RAILROAD BY ++++++
5. SHOW DISTANCE AND DIRECTION TO LANDMARKS. IDENTIFY LANDMARKS BY NAME OR NUMBER
6. INDICATE NORTH IN THE CIRCLE AS ↑



25. **POINT OF IMPACT**

CHECK ONE FOR EACH VEHICLE INVOLVED

	FED	↑		FED	↑
1. FRONT	☒	☒	5. LEFT REAR	☐	☐
2. RIGHT FRONT	☐	☐	6. REAR	☐	☐
3. LEFT FRONT	☐	☐	7. RIGHT SIDE	☐	☐
4. RIGHT REAR	☐	☐	8. LEFT SIDE	☐	☐

26. **DESCRIBE WHAT HAPPENED**

REFER TO VEHICLES BY "FED" AND "↑"

[redacted]

27. SIGNATURE OF FEDERAL DRIVER [redacted] TITLE [redacted] DATE 2/7/49

28. **STATEMENT OF REVIEWING OFFICIAL**

WAS THE DRIVER ACTING WITHIN THE SCOPE OF HIS EMPLOYMENT? STATE BASIS [redacted]

WHAT CAUSED THE ACCIDENT? [redacted]

HOW COULD THE ACCIDENT POSSIBLY HAVE BEEN PREVENTED BY NOT GOING SO FAST? [redacted]

WHAT ACTION HAS BEEN TAKEN? None

SIGNATURE [redacted] DATE [redacted]

USE THIS SPACE TO SHOW CONSEQUENCES OF ACCIDENT AFFECTING AGENCY PERSONNEL REPORTED IN SECTION 7.

A. ☐ MILITARY PERSONNEL ☐ CIVILIAN PERSONNEL
NATURE OF DISABILITY [redacted] PROBABLE PERMANENT DISABILITY [redacted]
DATE RETURNED TO DUTY [redacted] DATE RETURNED TO WORK [redacted]

B. ☐ MILITARY PERSONNEL ☐ CIVILIAN PERSONNEL
NATURE OF DISABILITY [redacted] PROBABLE PERMANENT DISABILITY [redacted]
DATE RETURNED TO DUTY [redacted] DATE RETURNED TO WORK [redacted]

STANDARD FORM 91 PROMULGATED DEC 1947 BY BUREAU OF THE BUDGET CIRCULAR A-3 REV (SUPERSEDES S. F. NO. 20)

4381—FEC Printing Plant—2 49—150M

IF MORE SPACE IS NEEDED, USE BLANK PAPER AND REFER TO SECTION NUMBERS

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

6. WITNESSES

A. NAME [redacted] PHONE NO. [redacted]

ADDRESS [redacted]

LOCATION OF WITNESS AT TIME OF ACCIDENT [redacted]

B. NAME [redacted] PHONE NO. [redacted]

ADDRESS [redacted]

LOCATION OF WITNESS AT TIME OF ACCIDENT [redacted]

7. KILLED OR INJURED

A. NAME [redacted]

ADDRESS [redacted]

CHECK ONE: ☐ KILLED ☒ INJURED — CHECK ONE: ☐ DRIVER ☒ PASSENGER ☐ HELPER ☐ PEDESTRIAN

CHECK ONE: ☒ IN FED. VEHICLE ☐ IN OTHER VEHICLE — WHERE IN VEHICLE? [redacted]

FIRST AID GIVEN BY [redacted]

TAKEN TO [redacted]

TAKEN BY [redacted] REGISTRATION NO. [redacted]

B. NAME [redacted]

ADDRESS [redacted]

CHECK ONE: ☐ KILLED ☐ INJURED — CHECK ONE: ☐ DRIVER ☐ PASSENGER ☐ HELPER ☐ PEDESTRIAN

CHECK ONE: ☐ IN FED. VEHICLE ☐ IN OTHER VEHICLE — WHERE IN VEHICLE? [redacted]

FIRST AID GIVEN BY [redacted]

TAKEN TO [redacted]

TAKEN BY [redacted] REGISTRATION NO. [redacted]

8. PEDESTRIAN

PEDESTRIAN WAS GOING ☐ ON ☐ ACROSS (Direction) (Street, highway No., etc.) [redacted] (SW. cor., W. side, etc.) TO (NE. cor., W side, etc.)

PEDESTRIAN WAS (Check one)

1. ☐ CROSSING AT INTERSECTION WITH SIGNAL
2. ☐ SAME—AGAINST SIGNAL
3. ☐ SAME—NO SIGNAL
4. ☐ SAME—DIAGONALLY
5. ☐ CROSSING NOT AT INTERSECTION COMING FROM BEHIND PARKED CARS
6. ☐ SAME—NOT COMING FROM BEHIND PARKED CARS
7. ☐ COMING FROM BEHIND PARKED CARS TO ENTER VEHICLE
8. ☐ WAITING OR GETTING ON OR OFF AT STREET CAR SAFETY ZONE
9. ☐ NOT AT SAFETY ZONE
10. ☐ GETTING ON OR OFF ANOTHER VEHICLE
11. ☐ PLAYING IN ROADWAY
12. ☐ WORKING IN ROADWAY
13. ☐ WALKING IN ROADWAY—WITH TRAFFIC
14. ☐ WALKING IN ROADWAY—AGAINST TRAFFIC
15. ☐ WALKING IN ROADWAY—SIDEWALKS AVAILABLE
16. ☐ WALKING IN ROADWAY—NO SIDEWALKS AVAILABLE
17. ☐ HITCHING ON VEHICLE
18. ☐ LYING IN ROADWAY
19. ☐ NOT IN ROADWAY (Explain)

9. DAMAGE TO PROPERTY OTHER THAN MOTOR VEHICLES OR CARGO

NAME OBJECTS, SHOW OWNERSHIP, STATE NATURE OF DAMAGE

[redacted]

10. KIND OF LOCALITY (Check one)

1. ☐ MANUFACTURING AND INDUSTRIAL
2. ☐ SHOPPING AND BUSINESS
3. ☐ RESIDENTIAL
4. ☐ SCHOOL AND PLAYGROUND
5. ☐ OPEN COUNTRY
6. ☐ INDUSTRIAL PREMISES
7. ☐ HOME OR DOMESTIC PREMISES
8. ☐ OTHER (Specify)

[redacted]

11. LIGHT (Check one)

1. ☐ DAYLIGHT ☐ 3. DAWN
2. ☐ DUSK

DARKNESS WITH:

4. ☐ ARTIFICIAL LIGHT
5. ☐ NO ARTIFICIAL LIGHT

12. WEATHER (Check one)

1. ☐ CLEAR
2. ☐ RAINING
3. ☐ SNOWING
4. ☐ FOG
5. ☐ OTHER (Specify)

IF MORE SPACE IS NEEDED, USE BLANK PAPER AND REFER TO SECTION NUMBERS

Junior A Childers
1ST Sgt Inf

13. CONDITION OF DRIVER AND PEDESTRIAN

Check for each person

FED	2	PED		Check one or more FED	2	PED
[redacted]		☐	1A. HAD NOT BEEN DRINKING	☐	☐	☐ 5. PHYSICAL DEFECT
☐	☐	☐	1B. HAD BEEN DRINKING, IF SO:			☐ 6. OTHER HANDICAPS, CARRYING BUNDLES, UMBRELLAS, ETC.
☐	☐	☐	2. ABILITY IMPAIRED	☐	☐	7. SLEEPY, FATIGUED, ETC.
☐	☐	☐	3. ABILITY NOT IMPAIRED	☐	☐	8. APPARENTLY ASLEEP
☐	☐	☐	4. NOT KNOWN WHETHER IMPAIRED	[redacted]		☐ 9. APPARENTLY NORMAL

14. CONDITION OF VEHICLE

Check one or more for each vehicle

FED	2		FED	2	
☐	☐	1. DEFECTIVE BRAKES	☐	☐	8. TIRE BLEW OUT
☐	☐	2. ONE HEADLIGHT OUT	☐	☐	9. DEFECTIVE STEERING MECHANISM
☐	☐	3. BOTH HEADLIGHTS OUT	[redacted]		10. NO APPARENT DEFECTS
☐	☐	4. TAILLIGHT OUT OR OBSCURED	☐	☐	11. OTHER DEFECTS (Specify)
☐	☐	5. DIM, COWL, OR FENDER LIGHTS ONLY			
☐	☐	6. SIGNAL LIGHTS DEFECTIVE			
☐	☐	7. OTHER LIGHTS OR REFLECTORS DEFECTIVE			

15. VISION OBSCURED BY

Check where applicable

FED	2		FED	2	
☐	☐	1. RAIN, SNOW, ETC., ON WINDSHIELD	[redacted]		7. EMBANKMENT
☐	☐	2. CRACKED WINDSHIELD	☐	☐	8. SIGNBOARDS
☐	☐	3. DIRTY WINDSHIELD, WINDOWS	☐	☐	9. PARKED VEHICLE
☐	☐	4. WINDSHIELD, WINDOWS NOT GLASS	☐	☐	10. MOVING VEHICLE
☐	☐	5. TREES, CROPS, ETC.	☐	☐	11. OTHER (Specify)
☐	☐	6. BUILDING			

16. ROAD CHARACTER

Check one in each section

- ☐ 1. STRAIGHT
- [redacted] 2. SHARP CURVE OR TURN
- ☐ 3. OTHER CURVES

- ☐ 1. LEVEL
- ☐ 2. UP HILL
- ☐ 3. HILL CREST
- ☐ 4. DOWN HILL

17. ROAD SURFACE

Check one

- ☐ 1. CONCRETE
- ☐ 2. BRICK
- ☐ 3. BLACK TOP
- ☐ 4. GRAVEL, SAND, OR DIRT—OILED
- [redacted] 5. GRAVEL, SAND, OR DIRT—UNOILED
- ☐ 6. OTHER (Specify)

18. ROAD CONDITION

Check one

- [redacted] 1. DRY
- ☐ 2. WET
- ☐ 3. MUDDY
- ☐ 4. SNOWY
- ☐ 5. ICY

Check one or more

- [redacted] 6. LOOSE MATERIAL ON SURFACE
- ☐ 7. HOLES, DEEP RUTS
- ☐ 8. DEFECTIVE SHOULDERS
- ☐ 9. NO DEFECTS
- ☐ 10. OTHER DEFECTS (Specify)

WAS ROAD UNDER CONSTRUCTION OR REPAIR? ☐ YES [redacted] NO

19. TRAFFIC CONTROL

Check one or more

Functioning:
- ☐
- ☐
- ☐
- ☐
- ☐
- ☐

Not Functioning:
- ☐ 1. R. R. CROSSING GATES
- ☐ 2. R. R. AUTOMATIC SIGNAL
- ☐ 3. OFFICER OR WATCHMAN
- ☐ 4. STOP AND GO LIGHT
- ☐ 5. STOP SIGN
- ☐ 6. WARNING SIGN OR SIGNAL
- ☐ 7. FLAGS OR FLARES
- [redacted] 8. NO CONTROL PRESENT

20. DRIVER'S ACTIONS

Check one for each driver

FED	2		FED	2	
[redacted]		1. MAKING RIGHT TURN	☐	☐	8. BACKWARD FROM PARKING SPACE
	[redacted]	2. MAKING LEFT TURN	☐	☐	9. OTHER BACKING
☐	☐	3. MAKING U TURN	☐	☐	10. STOPPED IN TRAFFIC LANE
☐	☐	4. GOING STRAIGHT AHEAD	☐	☐	11. OTHER (Specify)
☐	☐	5. SLOWING DOWN, STOPPING			
☐	☐	6. OVERTAKING, PASSING			
☐	☐	7. FORWARD FROM PARKING SPACE			

Check if applicable:

FED	2		FED	2	
☐	☐	12. SKIDDING	☐	☐	15. DISABLED VEHICLE, PARKED
☐	☐	13. AVOIDING VEHICLE, OBJECT, OR PEDESTRIAN	[redacted]		16. GAVE WARNING (Horn, Signal, Indicator)
☐	☐	14. EMERGING FROM ALLEY OR DRIVEWAY			

21. VIOLATIONS

Check one or more

FED	2		FED	2	
☐	☐	1. EXCEEDING LAWFUL SPEED	☐	☐	13. TURN FROM WRONG LANE
☐	☐	2. DID NOT HAVE RIGHT-OF-WAY	☐	☐	14. DISREGARDED STOP SIGN
☐	☐	3. ON WRONG SIDE OF ROAD	☐	☐	15. DISREGARDED WARNING SIGN OR SIGNAL
☐	☐	4. DROVE THROUGH SAFETY ZONE	☐	☐	16. DISREGARDED STOP AND GO LIGHT
☐	☐	5. PASSING STANDING STREETCAR	☐	☐	17. DISREGARDED POLICE OFFICER
☐	☐	6. PASSING ON HILL	☐	☐	18. IMPROPER STARTING FROM PARKED POSITION
☐	☐	7. PASSING ON CURVE	☐	☐	19. IMPROPER PARKING
☐	☐	8. CUTTING IN	[redacted]		20. NO IMPROPER DRIVING INDICATED
☐	☐	9. FOLLOWING TOO CLOSELY	☐	☐	21. OTHER IMPROPER ACTION (Specify)
☐	☐	10. FAILURE TO SIGNAL OR IMPROPER SIGNAL			
☐	☐	11. WIDE RIGHT TURN			
☐	☐	12. CUT CORNER ON LEFT TURN			

22. ROAD WIDTHS AND LANES

WIDTH [redacted] NUMBER OF LANES [redacted]

WERE LANES MARKED? [redacted] WERE LANES SEPARATED? [redacted]

BY WHAT?

23. POLICE ACTION, IF ANY

[redacted]

NAME OF PERSON CHARGED

NAME, BADGE NUMBER, AND DEPT. OF POLICE OFFICER

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 10

STANDARD FORM 91

OPERATOR'S REPORT OF MOTOR VEHICLE ACCIDENT

Miyazaki Civil Affairs Team
(Department or establishment)

1. Miyazaki Civil Affairs Team APO 24 Unit 2
(Name and location of reporting unit)

2. GENERAL LOCATION, DATE, DAY AND HOUR OF ACCIDENT

IF ACCIDENT IN CITY, GIVE CITY OR TOWN AND STATE. IF OUTSIDE CITY LIMITS, INDICATE MILEAGE OR DISTANCE TO NEAREST CITY OR TOWN

Nobeoka, Kyushu, Japan (City or town) — 15 (Miles) Northwest (Direction) FROM — Limits ☒ Center ☐

Miyazaki Prefecture (County and State)

DATE	DAY OF WEEK	HOUR A.M. P.M.
1/9/49	Thursday	2 P.M.

3. EXACT LOCATION OF ACCIDENT

ACCIDENT OCCURRED ON Highway No. 1 (Street) (Highway)

NOTE: CHECK AND COMPLETE ONE. Name (or otherwise identify) nearest intersecting street, house number, power or telephone pole (give number), highway curve, bridge, railroad crossing, filling station, alley, driveway, culvert, guardrail, milepost, underpass, or other identifying landmark. Show exact distance.

☐ AT INTERSECTION WITH _____ (Street or alley)

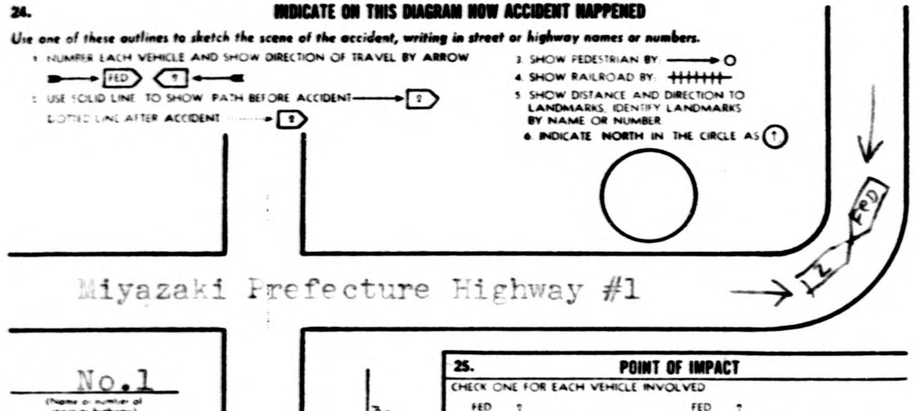
☐ NOT AT INTERSECTION 15 Miles (Distance) NW (Direction) of Nobeoka, Kyushu, Japan

AND 15 Miles (Distance) SE (Direction) of Takachio, Kyushu, Japan

24. INDICATE ON THIS DIAGRAM HOW ACCIDENT HAPPENED

Use one of these outlines to sketch the scene of the accident, writing in street or highway names or numbers.

1. NUMBER EACH VEHICLE AND SHOW DIRECTION OF TRAVEL BY ARROW
2. USE SOLID LINE TO SHOW PATH BEFORE ACCIDENT; DOTTED LINE AFTER ACCIDENT
3. SHOW PEDESTRIAN BY
4. SHOW RAILROAD BY
5. SHOW DISTANCE AND DIRECTION TO LANDMARKS. IDENTIFY LANDMARKS BY NAME OR NUMBER.
6. INDICATE NORTH IN THE CIRCLE AS



25. POINT OF IMPACT

CHECK ONE FOR EACH VEHICLE INVOLVED

FED	2		FED	2	
☒	☒	1. FRONT	☐	☐	5. LEFT REAR
☐	☐	2. RIGHT FRONT	☐	☐	6. REAR
☐	☐	3. LEFT FRONT	☐	☐	7. RIGHT SIDE
☐	☐	4. RIGHT REAR	☐	☐	8. LEFT SIDE

26. DESCRIBE WHAT HAPPENED

REFER TO VEHICLES BY "FED" AND "2"

The vehicles "Fed" and "2" approached each other on a sharp curve. The vision of each driver was impaired by an embankment. The road was too narrow to avoid a collision. The vehicles were driven too fast to stop. The result was a headon collision.

FILL OUT THIS FORM ON THE SPOT, INSOFAR AS POSSIBLE

4. FEDERAL VEHICLE (Fed.) (Includes Privately Owned Federally Operated)

YEAR	MAKE	BODY TYPE
1942	Ford	Car

REGISTRATION NO.	KIND OF CARGO	NUMBER OF PASSENGERS
20105496	no cargo	3

WAS CARGO DAMAGED? YES ☐ NO ☐

PARTS OF VEHICLE DAMAGED AND NATURE OF DAMAGE: Fenders, frame, Radiator, Body, Fan, Shift Lever, Battery and Windshield.

GOING (Direction)	ON (Street or highway)
NW	Highway #1

DISTANCE DANGER NOTICED (Feet)	ESTIMATED SPEED THEN (m. p. h.)	ESTIMATED SPEED AT IMPACT (m. p. h.)
20	20	5

LAWFUL SPEED (m. p. h.)	DISTANCE TRAVELED AFTER IMPACT (Feet)
28	3 feet

MAXIMUM SAFE SPEED (m. p. h.)	OPERATOR'S PERMIT
15	☐ FEDERAL ☐ STATE (Issuing State) (Permit number)

TYPE OF PERMIT: ☐ CHAUFFEUR ☐ TRUCK DRIVER ☒ OPERATOR

LIMITATION OF PERMIT: 1/4 and 3/4 ton vehicles

DRIVER'S NAME: Tatsuo, Hazaki — SEX: M — AGE: 34

ADDRESS: 2 Chome Takamatsu Dori, Nobeoka, Kyushu, Japan

NUMBER OF HOURS ON DUTY PRIOR TO ACCIDENT	YEARS DRIVING EXPERIENCE	EXPERIENCE THIS TYPE
5	2	1½

5. OTHER VEHICLE (2)

YEAR	MAKE	BODY TYPE
Unk	Japanese	Cargo

REGISTRATION NO.	KIND OF CARGO	NUMBER OF PASSENGERS
583	3 ton Rice	3

WAS CARGO DAMAGED? YES ☐ NO ☐ — No

PARTS OF VEHICLE DAMAGED AND NATURE OF DAMAGE: Headlights, Grill and Bumper partially Damaged.

GOING (Direction)	ON (Street or highway)
SE	Highway #1

DISTANCE DANGER NOTICED (Feet)	ESTIMATED SPEED THEN (m. p. h.)	ESTIMATED SPEED AT IMPACT (m. p. h.)
20	20	15-20

LAWFUL SPEED (m. p. h.)	DISTANCE TRAVELED AFTER IMPACT (Feet)
28	3 feet

MAXIMUM SAFE SPEED (m. p. h.)	OPERATOR'S PERMIT
15	No. 1677 (Issuing State) (Permit number)

TYPE OF PERMIT: ☐ CHAUFFEUR ☐ TRUCK DRIVER ☒ OPERATOR

LIMITATION OF PERMIT: to drive automobile

DRIVER'S NAME: Yoshinobu, Kawasaki — SEX: M — AGE: 45

ADDRESS: 4690 Kuboyama, Kitakata village, Higashiusuki Gun

IF MORE SPACE IS NEEDED, USE BLANK PAPER AND REFER TO SECTION NUMBERS

27. SIGNATURE OF FEDERAL DRIVER — TITLE: Japanese driver — DATE: 1/9/49

28. STATEMENT OF REVIEWING OFFICIAL

WAS THE DRIVER ACTING WITHIN THE SCOPE OF HIS EMPLOYMENT? ☒ YES ☐ NO

STATE BASIS FOR ANSWER: The driver was dispatched on official business.

WHAT CAUSED THE ACCIDENT? The road was to narrow toavoid each other. The vehicles were going to fast to stop.

HOW COULD THE ACCIDENT HAVE BEEN PREVENTED? The accident could have been avoided by not going so fast

WHAT ACTION HAS BEEN TAKEN? None

USE THIS SPACE TO SHOW CONSEQUENCES OF ACCIDENT AFFECTING AGENCY PERSONNEL REPORTED IN SECTION 7.

A. ☐ MILITARY PERSONNEL ☒ CIVILIAN PERSONNEL
PROBABLE DISABILITY: No — NATURE OF INJURY AND PART OF BODY: Knee Cap Fractured
DATE STOPPED WORK: 1/9/49
DATE RESUMED WORK: Has not

B. ☐ MILITARY PERSONNEL ☒ CIVILIAN PERSONNEL
PROBABLE DISABILITY: No — NATURE OF INJURY AND PART OF BODY: Knee Cap Fractured 2
DATE STOPPED WORK: 1/9/49
DATE RESUMED WORK: Has not

SIGNATURE OF REVIEWING OFFICIAL: Junior A Childers — TITLE (Civilian or military): 1st Lt Inf — DATE: 19 Sept 1949

STANDARD FORM 91 PROMULGATED DEC 1947 BY BUREAU OF THE BUDGET CIRCULAR A-3 REV (SUPERSEDES S. F. NO. 26)

4381—FEC Printing Plant—2 49—150M

DECLASSIFIED E.O. 12065 SECTION 3-402/NND 760102

6. WITNESSES

A. NAME	PHONE NO.	B. NAME	PHONE NO.
Yoshinobu Kawasaki			
ADDRESS: Kuboyama, Kitakata village Higashiusuki Gun		ADDRESS	
LOCATION OF WITNESS AT TIME OF ACCIDENT: in civilian vekicle		LOCATION OF WITNESS AT TIME OF ACCIDENT	

7. KILLED OR INJURED

A. NAME	B. NAME
Masao, Nagata	Tsutomi, Miwa
SEX: M	SEX: M
AGE: 28	AGE: 43
ADDRESS: Miyazaki CAT APO 24 Unit 2	ADDRESS: Miyazaki Tax Office
CHECK ONE: [ ] KILLED [X] INJURED	CHECK ONE: [ ] KILLED [ ] INJURED
CHECK ONE: [ ] DRIVER [X] PASSENGER [ ] HELPER [ ] PEDESTRIAN	CHECK ONE: [ ] DRIVER [X] PASSENGER [ ] HELPER [ ] PEDESTRIAN
CHECK ONE: [X] IN FED. VEHICLE [ ] IN OTHER VEHICLE	CHECK ONE: [X] IN FED. VEHICLE [ ] IN OTHER VEHICLE
WHERE IN VEHICLE? Dashboard	WHERE IN VEHICLE? Windshield
FIRST AID GIVEN BY: Dr. Ninoyama	FIRST AID GIVEN BY: Dr. Ninoyama
TAKEN TO: Dr's office in Nobeoka	TAKEN TO: Dr's office in Nobeoka
TAKEN BY: Police	TAKEN BY: Police
REGISTRATION NO.: Unk	REGISTRATION NO.: Unk

8. PEDESTRIAN

PEDESTRIAN WAS GOING [ ] ON [ ] ACROSS (Direction) No pedestrians (Street, highway No., etc.) (SW. cor., W. side, etc.) TO (NE. cor., W. side, etc.)

PEDESTRIAN WAS (Check one)

- [ ] 1. CROSSING AT INTERSECTION WITH SIGNAL
- [ ] 2. SAME—AGAINST SIGNAL
- [ ] 3. SAME—NO SIGNAL
- [ ] 4. SAME—DIAGONALLY
- [ ] 5. CROSSING NOT AT INTERSECTION COMING FROM BEHIND PARKED CARS
- [ ] 6. SAME—NOT COMING FROM BEHIND PARKED CARS
- [ ] 7. COMING FROM BEHIND PARKED CARS TO ENTER VEHICLE
- [ ] 8. WAITING OR GETTING ON OR OFF AT STREET CAR SAFETY ZONE
- [ ] 9. NOT AT SAFETY ZONE
- [ ] 10. GETTING ON OR OFF ANOTHER VEHICLE
- [ ] 11. PLAYING IN ROADWAY
- [ ] 12. WORKING IN ROADWAY
- [ ] 13. WALKING IN ROADWAY—WITH TRAFFIC
- [ ] 14. WALKING IN ROADWAY—AGAINST TRAFFIC
- [ ] 15. WALKING IN ROADWAY—SIDEWALKS AVAILABLE
- [ ] 16. WALKING IN ROADWAY—NO SIDEWALKS AVAILABLE
- [ ] 17. HITCHING ON VEHICLE
- [ ] 18. LYING IN ROADWAY
- [ ] 19. NOT IN ROADWAY (Explain)

9. DAMAGE TO PROPERTY OTHER THAN MOTOR VEHICLES OR CARGO

NAME OBJECTS, SHOW OWNERSHIP, STATE NATURE OF DAMAGE

No damage other than to vehicles

10. KIND OF LOCALITY (Check one)

- [ ] 1. MANUFACTURING AND INDUSTRIAL
- [ ] 2. SHOPPING AND BUSINESS
- [ ] 3. RESIDENTIAL
- [ ] 4. SCHOOL AND PLAYGROUND
- [ ] 5. OPEN COUNTRY
- [ ] 6. INDUSTRIAL PREMISES
- [ ] 7. HOME OR DOMESTIC PREMISES
- [X] 8. OTHER (Specify): Mountainous terrain

11. LIGHT (Check one)

- [X] 1. DAYLIGHT
- [ ] 2. DUSK
- [ ] 3. DAWN

DARKNESS WITH:

- [ ] 4. ARTIFICIAL LIGHT
- [ ] 5. NO ARTIFICIAL LIGHT

12. WEATHER (Check one)

- [X] 1. CLEAR
- [ ] 2. RAINING
- [ ] 3. SNOWING
- [ ] 4. FOG
- [ ] 5. OTHER (Specify)

IF MORE SPACE IS NEEDED, USE BLANK PAPER AND REFER TO SECTION NUMBERS

A Certified True Copy: Junior Officer 1st Lt. Inf

13. CONDITION OF DRIVER AND PEDESTRIAN

Check for each person

FED	?	PED		Check one or more
[X]	[X]	[ ]	1A. HAD NOT BEEN DRINKING	
[ ]	[ ]	[ ]	1B. HAD BEEN DRINKING, IF SO:	
[ ]	[ ]	[ ]	2. ABILITY IMPAIRED	
[ ]	[ ]	[ ]	3. ABILITY NOT IMPAIRED	
[ ]	[ ]	[ ]	4. NOT KNOWN WHETHER IMPAIRED	
[ ]	[ ]	[ ]	5. PHYSICAL DEFECT	
[ ]	[ ]	[ ]	6. OTHER HANDICAPS CARRYING BUNDLES, UMBRELLAS, ETC.	
[ ]	[ ]	[ ]	7. SLEEPY, FATIGUED, ETC.	
[ ]	[ ]	[ ]	8. APPARENTLY ASLEEP	
[X]	[X]	[ ]	9. APPARENTLY NORMAL	

14. CONDITION OF VEHICLE

Check one or more for each vehicle

FED	?		FED	?	
[ ]	[ ]	1. DEFECTIVE BRAKES	[ ]	[ ]	8. TIRE BLEW OUT
[ ]	[ ]	2. ONE HEADLIGHT OUT	[ ]	[ ]	9. DEFECTIVE STEERING MECHANISM
[ ]	[ ]	3. BOTH HEADLIGHTS OUT	[X]	[X]	10. NO APPARENT DEFECTS
[ ]	[ ]	4. TAILLIGHT OUT OR OBSCURED	[ ]	[ ]	11. OTHER DEFECTS (Specify)
[ ]	[ ]	5. DIM, COWL, OR FENDER LIGHTS ONLY			
[ ]	[ ]	6. SIGNAL LIGHTS DEFECTIVE			
[ ]	[ ]	7. OTHER LIGHTS OR REFLECTORS DEFECTIVE			

15. VISION OBSCURED BY

Check where applicable

FED	?		FED	?	
[ ]	[ ]	1. RAIN, SNOW, ETC., ON WINDSHIELD	[X]	[X]	7. EMBANKMENT
[ ]	[ ]	2. CRACKED WINDSHIELD	[ ]	[ ]	8. SIGNBOARDS
[ ]	[ ]	3. DIRTY WINDSHIELD, WINDOWS	[ ]	[ ]	9. PARKED VEHICLE
[ ]	[ ]	4. WINDSHIELD, WINDOWS NOT GLASS	[ ]	[ ]	10. MOVING VEHICLE
[ ]	[ ]	5. TREES, CROPS, ETC.	[ ]	[ ]	11. OTHER (Specify)
[ ]	[ ]	6. BUILDING			

16. ROAD CHARACTER

Check one in each section

- [ ] 1. STRAIGHT
- [X] 2. SHARP CURVE OR TURN
- [ ] 3. OTHER CURVES

- [ ] 1. LEVEL
- [ ] 2. UP HILL
- [ ] 3. HILL CREST
- [ ] 4. DOWN HILL

17. ROAD SURFACE

Check one

- [ ] 1. CONCRETE
- [ ] 2. BRICK
- [ ] 3. BLACK TOP
- [ ] 4. GRAVEL, SAND, OR DIRT—OILED
- [X] 5. GRAVEL, SAND, OR DIRT—UNOILED
- [ ] 6. OTHER (Specify)

18. ROAD CONDITION

Check one

- [X] 1. DRY
- [ ] 2. WET
- [ ] 3. MUDDY
- [ ] 4. SNOWY
- [ ] 5. ICY

Check one or more

- [X] 6. LOOSE MATERIAL ON SURFACE
- [ ] 7. HOLES, DEEP RUTS
- [ ] 8. DEFECTIVE SHOULDERS
- [ ] 9. NO DEFECTS
- [ ] 10. OTHER DEFECTS (Specify)

WAS ROAD UNDER CONSTRUCTION OR REPAIR?

- [ ] YES
- [X] NO

19. TRAFFIC CONTROL

Check one or more

Functioning	Not Functioning	
[ ]	[ ]	1. R. R. CROSSING GATES
[ ]	[ ]	2. R. R. AUTOMATIC SIGNAL
[ ]	[ ]	3. OFFICER OR WATCHMAN
[ ]	[ ]	4. STOP AND GO LIGHT
[ ]	[ ]	5. STOP SIGN
[ ]	[ ]	6. WARNING SIGN OR SIGNAL
[ ]	[ ]	7. FLAGS OR FLARES
	[X]	8. NO CONTROL PRESENT

20. DRIVER'S ACTIONS

Check one for each driver

FED	?		FED	?	
[X]	[ ]	1. MAKING RIGHT TURN	[ ]	[ ]	8. BACKWARD FROM PARKING SPACE
[ ]	[X]	2. MAKING LEFT TURN	[ ]	[ ]	9. OTHER BACKING
[ ]	[ ]	3. MAKING U TURN	[ ]	[ ]	10. STOPPED IN TRAFFIC LANE
[ ]	[ ]	4. GOING STRAIGHT AHEAD	[ ]	[ ]	11. OTHER (Specify)
[ ]	[ ]	5. SLOWING DOWN, STOPPING			
[ ]	[ ]	6. OVERTAKING, PASSING			
[ ]	[ ]	7. FORWARD FROM PARKING SPACE			

Check if applicable:

FED	?		FED	?	
[ ]	[ ]	12. SKIDDING	[ ]	[ ]	15. DISABLED VEHICLE, PARKED
[ ]	[ ]	13. AVOIDING VEHICLE, OBJECT, OR PEDESTRIAN	[X]	[X]	16. GAVE WARNING (Horn, Signal, Indicator)
[ ]	[ ]	14. EMERGING FROM ALLEY OR DRIVEWAY			

21. VIOLATIONS

Check one or more

FED	?		FED	?	
[ ]	[ ]	1. EXCEEDING LAWFUL SPEED	[ ]	[ ]	13. TURN FROM WRONG LANE
[ ]	[ ]	2. DID NOT HAVE RIGHT-OF-WAY	[ ]	[ ]	14. DISREGARDED STOP SIGN
[ ]	[ ]	3. ON WRONG SIDE OF ROAD	[ ]	[ ]	15. DISREGARDED WARNING SIGN OR SIGNAL
[ ]	[ ]	4. DROVE THROUGH SAFETY ZONE	[ ]	[ ]	16. DISREGARDED STOP AND GO LIGHT
[ ]	[ ]	5. PASSING STANDING STREETCAR	[ ]	[ ]	17. DISREGARDED POLICE OFFICER
[ ]	[ ]	6. PASSING ON HILL	[ ]	[ ]	18. IMPROPER STARTING FROM PARKED POSITION
[ ]	[ ]	7. PASSING ON CURVE	[ ]	[ ]	19. IMPROPER PARKING
[ ]	[ ]	8. CUTTING IN	[X]	[X]	20. NO IMPROPER DRIVING INDICATED
[ ]	[ ]	9. FOLLOWING TOO CLOSELY	[ ]	[ ]	21. OTHER IMPROPER ACTION (Specify)
[ ]	[ ]	10. FAILURE TO SIGNAL OR IMPROPER SIGNAL			
[ ]	[ ]	11. WIDE RIGHT TURN			
[ ]	[ ]	12. CUT CORNER ON LEFT TURN			

22. ROAD WIDTHS AND LANES

WIDTH OF ROAD OR PAVEMENT	NUMBER OF LANES
12 feet	2
WERE LANES MARKED? no	WERE LANES SEPARATED? no
BY WHAT?	

23. POLICE ACTION, IF ANY

CHARGE: No action

NAME OF PERSON CHARGED

NAME, BADGE NUMBER, AND DEPT. OF POLICE OFFICER

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

STANDARD FORM 91

OPERATOR'S REPORT OF MOTOR VEHICLE ACCIDENT

Miyazaki C A Team
(Department or establishment)

1. Miyazaki C A Team APO 24 Unit 2
(Name and location of reporting unit)

2. GENERAL LOCATION, DATE, DAY AND HOUR OF ACCIDENT

If ACCIDENT IN CITY, GIVE CITY OR TOWN AND STATE. If OUTSIDE CITY LIMITS, INDICATE MILEAGE OR DISTANCE TO NEAREST CITY OR TOWN

Nobeoka, Kyushu, Japan (City or town) — 15 (Miles) Northwest (Direction) FROM — Limits [X] Center [ ]

Miyazaki Prefecture (County and State)

DATE	DAY OF WEEK	HOUR A.M. P.M.

3. EXACT LOCATION OF ACCIDENT

ACCIDENT OCCURRED ON Highway #1 (Highway) (Street)

NOTE: CHECK AND COMPLETE ONE. Name (or otherwise identify) nearest intersecting street, house number, power or telephone pole (give number), highway curve, bridge, railroad crossing, filling station, alley, driveway, culvert, guardrail, milepost, underpass, or other identifying landmark. Show exact distance.

[ ] AT INTERSECTION WITH _____ (Street or alley)

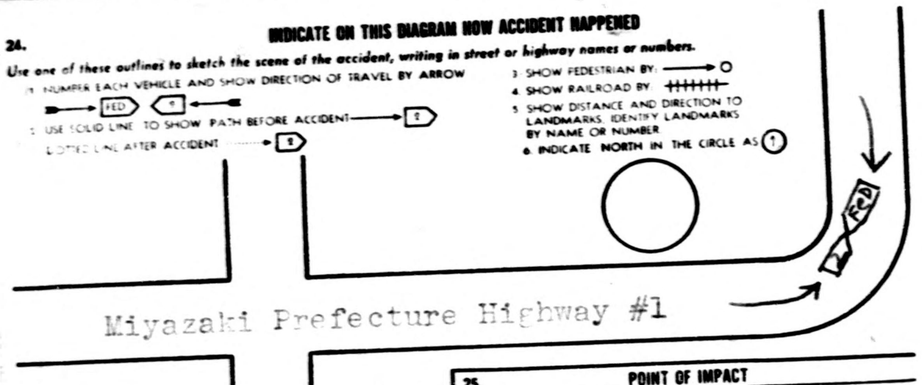
[ ] NOT AT INTERSECTION 15 Miles NW (Distance) (Direction) of Nobeoka, Kyushu, Japan

AND 15 Miles SE (Distance) (Direction) of Takachio, Kyushu, Japan

24. INDICATE ON THIS DIAGRAM HOW ACCIDENT HAPPENED

Use one of these outlines to sketch the scene of the accident, writing in street or highway names or numbers.

1. NUMBER EACH VEHICLE AND SHOW DIRECTION OF TRAVEL BY ARROW
2. USE SOLID LINE TO SHOW PATH BEFORE ACCIDENT
   DOTTED LINE AFTER ACCIDENT
3. SHOW PEDESTRIAN BY
4. SHOW RAILROAD BY
5. SHOW DISTANCE AND DIRECTION TO LANDMARKS. IDENTIFY LANDMARKS BY NAME OR NUMBER
6. INDICATE NORTH IN THE CIRCLE AS



25. POINT OF IMPACT

CHECK ONE FOR EACH VEHICLE INVOLVED

FED	↑		FED	↑	
[X]	[X]	1. FRONT	[ ]	[ ]	5. LEFT REAR
[ ]	[ ]	2. RIGHT FRONT	[ ]	[ ]	6. REAR
[ ]	[ ]	3. LEFT FRONT	[ ]	[ ]	7. RIGHT SIDE
[ ]	[ ]	4. RIGHT REAR	[ ]	[ ]	8. LEFT SIDE

26. DESCRIBE WHAT HAPPENED

REFER TO VEHICLES BY "FED" AND "↑"

[redacted]

27. SIGNATURE OF FEDERAL DRIVER | TITLE [redacted] | DATE 3/9/49

28. STATEMENT OF REVIEWING OFFICIAL

WAS THE DRIVER ACTING WITHIN THE SCOPE OF HIS EMPLOYMENT? [ ] YES [ ] NO
STATE BASIS [redacted]

WHAT CAUSED THE ACCIDENT [redacted]

HOW COULD THE ACCIDENT HAVE BEEN PREVENTED [redacted]

WHAT ACTION HAS BEEN TAKEN? [redacted]

SIGNATURE OF REVIEWING OFFICIAL | TITLE (Civilian or military) | DATE

USE THIS SPACE TO SHOW CONSEQUENCES OF ACCIDENT AFFECTING AGENCY PERSONNEL REPORTED IN SECTION 7.

A. [ ] MILITARY PERSONNEL [ ] CIVILIAN PERSONNEL
NATURE OF INJURY [redacted]
DATE STOPPED WORK [redacted]
DATE RESUMED WORK [redacted]

B. [ ] MILITARY PERSONNEL [ ] CIVILIAN PERSONNEL
PROBABLE DISPOSITION [redacted]
DATE STOPPED WORK [redacted]
DATE RESUMED WORK [redacted]

FILL OUT THIS FORM ON THE SPOT, INSOFAR AS POSSIBLE

4. FEDERAL VEHICLE (Fed.) (Includes Privately Owned Federally Operated)

YEAR	MAKE	BODY TYPE
[redacted]	[redacted]	[redacted]

REGISTRATION NO.	KIND OF CARGO	NUMBER OF PASSENGERS
[redacted]	[redacted]	[redacted]

WAS CARGO DAMAGED? YES [redacted] NO [redacted]

PARTS OF VEHICLE DAMAGED AND NATURE OF DAMAGE [redacted]

GOING (Direction)	ON (Street or highway)	
[redacted]	[redacted]	
DISTANCE DANGER NOTICED (Feet) [redacted]	ESTIMATED SPEED THEN (m. p. h.) [redacted]	ESTIMATED SPEED AT IMPACT (m. p. h.) [redacted]
LAWFUL SPEED (m. p. h.) [redacted]	DISTANCE TRAVELED AFTER IMPACT (Feet) [redacted]	
MAXIMUM SAFE SPEED (m. p. h.) [redacted]	OPERATOR'S PERMIT [redacted] FEDERAL [redacted] STATE	

TYPE OF PERMIT [redacted] (Issuing State) [redacted] (Permit number) [redacted]
[redacted] CHAUFFEUR [redacted] TRUCK DRIVER [redacted] OPERATOR

LICENSED OPERATOR [redacted] SEX [redacted]
DRIVER [redacted] AGE [redacted]

NUMBER OF HOURS ON DUTY PRECEDING ACCIDENT | YEARS DRIVING EXPERIENCE | EXPERIENCE THIS TYPE VEHICLE

5. OTHER VEHICLE (2)

YEAR	MAKE	BODY TYPE
[redacted]	[redacted]	[redacted]

REGISTRATION NO.	KIND OF CARGO	NUMBER OF PASSENGERS
[redacted]	[redacted]	[redacted]

WAS CARGO DAMAGED? YES [redacted] NO [redacted]

PARTS OF VEHICLE DAMAGED AND NATURE OF DAMAGE [redacted]

GOING (Direction)	ON (Street or highway)	
[redacted]	[redacted]	
DISTANCE DANGER NOTICED (Feet) [redacted]	ESTIMATED SPEED THEN (m. p. h.) [redacted]	ESTIMATED SPEED AT IMPACT (m. p. h.) [redacted]
LAWFUL SPEED (m. p. h.) [redacted]	DISTANCE TRAVELED AFTER IMPACT (Feet) [redacted]	
MAXIMUM SAFE SPEED (m. p. h.) [redacted]	OPERATOR'S PERMIT [redacted]	

TYPE OF PERMIT [redacted] CHAUFFEUR [redacted] TRUCK DRIVER [redacted] OPERATOR (Issuing State) [redacted] (Permit number)

LICENSED OPERATOR [redacted] SEX [redacted]
DRIVER [redacted] AGE [redacted]

NAME AND ADDRESS OF OWNER (Include phone number) [redacted]

IF MORE SPACE IS NEEDED, USE BLANK PAPER AND REFER TO SECTION NUMBERS

STANDARD FORM 91 PROMULGATED DEC 1947 BY BUREAU OF THE BUDGET CIRCULAR A-3 REV (SUPERSEDES S. F. NO 26)

4381—FEC Printing Plant—2 49—150M

DECLASSIFIED E.O. 12065 SECTION 3-402/NND 813017

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 1-0-15

6. WITNESSES

A. NAME	PHONE NO.	B. NAME	PHONE NO.
[redacted]			
ADDRESS [redacted]		ADDRESS	
LOCATION [redacted]		LOCATION OF WITNESS AT TIME OF ACCIDENT	

7. KILLED OR INJURED

	A. NAME	B. NAME
	[redacted]	[redacted]
ADDRESS	[redacted]	[redacted]
CHECK ONE	☐ KILLED ☒ INJURED	☐ KILLED ☐ INJURED
CHECK ONE	☐ DRIVER ☐ PASSENGER ☐ HELPER ☐ PEDESTRIAN	☐ DRIVER ☐ PASSENGER ☐ HELPER ☐ PEDESTRIAN
CHECK ONE	☐ IN FED. VEHICLE ☐ IN OTHER VEHICLE	☐ IN FED. VEHICLE ☐ IN OTHER VEHICLE
WHERE IN VEHICLE?	[redacted]	[redacted]
FIRST AID GIVEN BY	[redacted]	[redacted]
TAKEN TO	[redacted]	[redacted]
TAKEN BY	[redacted]	[redacted]
REGISTRATION NO.	[redacted]	[redacted]

8. PEDESTRIAN

PEDESTRIAN WAS GOING ☐ ON [redacted] TO _____
(Direction) ☐ ACROSS (Street, highway No., etc.) (SW. cor., W. side, etc.) (NE. cor., W side, etc.)

PEDESTRIAN WAS (Check one)

1. ☐ CROSSING AT INTERSECTION WITH SIGNAL
2. ☐ SAME—AGAINST SIGNAL
3. ☐ SAME—NO SIGNAL
4. ☐ SAME—DIAGONALLY
5. ☐ CROSSING NOT AT INTERSECTION COMING FROM BEHIND PARKED CARS
6. ☐ SAME—NOT COMING FROM BEHIND PARKED CARS
7. ☐ COMING FROM BEHIND PARKED CARS TO ENTER VEHICLE
8. ☐ WAITING OR GETTING ON OR OFF AT STREET CAR SAFETY ZONE
9. ☐ NOT AT SAFETY ZONE
10. ☐ GETTING ON OR OFF ANOTHER VEHICLE
11. ☐ PLAYING IN ROADWAY
12. ☐ WORKING IN ROADWAY
13. ☐ WALKING IN ROADWAY—WITH TRAFFIC
14. ☐ WALKING IN ROADWAY—AGAINST TRAFFIC
15. ☐ WALKING IN ROADWAY—SIDEWALKS AVAILABLE
16. ☐ WALKING IN ROADWAY—NO SIDEWALKS AVAILABLE
17. ☐ HITCHING ON VEHICLE
18. ☐ LYING IN ROADWAY
19. ☐ NOT IN ROADWAY (Explain)

9. DAMAGE TO PROPERTY OTHER THAN MOTOR VEHICLES OR CARGO

NAME OBJECTS, SHOW OWNERSHIP, STATE NATURE OF DAMAGE

[redacted]

10. KIND OF LOCALITY (Check one)

1. ☐ MANUFACTURING AND INDUSTRIAL
2. ☐ SHOPPING AND BUSINESS
3. ☐ RESIDENTIAL
4. ☐ SCHOOL AND PL[redacted]
5. ☐ OPEN COUNTRY
6. ☐ INDUSTRIAL PREMISES
7. ☐ HOME OR DOMESTIC PREMISES
8. ☐ OTHER (Specify)

LIGHT (Check one)

1. ☐ DAYLIGHT ☐ 3. DAWN
2. ☐ DUSK

DARKNESS WITH:

4. ☐ ARTIFICIAL LIGHT
5. ☐ NO ARTIFICIAL LIGHT

WEATHER (Check one)

1. ☐ CLEAR
2. ☐ RAINING
3. ☐ SNOWING
4. ☐ FOG
5. ☐ OTHER (Specify)

[redacted]

IF MORE SPACE IS NEEDED, USE BLANK PAPER AND REFER TO SECTION NUMBERS

Junior G. Childers
1ST Lt Inf

13. CONDITION OF DRIVER AND PEDESTRIAN

Check for each person

FED	PED	
[redacted]		1A. HAD NOT BEEN DRINKING
		1B. HAD BEEN DRINKING, IF SO:
		2. ABILITY IMPAIRED
		3. ABILITY NOT IMPAIRED
		4. NOT KNOWN WHETHER IMPAIRED

Check one or more

FED	PED	
		5. PHYSICAL DEFECT
		6. OTHER HANDICAPS, CARRYING BUNDLES, UMBRELLAS, ETC.
		7. SLEEPY, FATIGUED, ETC.
		8. APPARENTLY ASLEEP
[redacted]		9. APPARENTLY NORMAL

14. CONDITION OF VEHICLE

Check one or more for each vehicle

FED		
		1. DEFECTIVE BRAKES
		2. ONE HEADLIGHT OUT
		3. BOTH HEADLIGHTS OUT
		4. TAILLIGHT OUT OR OBSCURED
		5. DIM, COWL, OR FENDER LIGHTS ONLY
		6. SIGNAL LIGHTS DEFECTIVE
		7. OTHER LIGHTS OR REFLECTORS DEFECTIVE
		8. TIRE BLEW OUT
		9. DEFECTIVE STEERING MECHANISM
[redacted]		10. NO APPARENT DEFECTS
		11. OTHER DEFECTS (Specify)

15. VISION OBSCURED BY

Check where applicable

FED		
		1. RAIN, SNOW, ETC., ON WINDSHIELD
		2. CRACKED WINDSHIELD
		3. DIRTY WINDSHIELD, WINDOWS
		4. WINDSHIELD WINDOWS NOT GLASS
		5. TREES, CROPS, ETC.
		6. BUILDING
[redacted]		7. EMBANKMENT
		8. SIGNBOARDS
		9. PARKED VEHICLE
		10. MOVING VEHICLE
		11. OTHER (Specify)

16. ROAD CHARACTER

Check one in each section

- ☐ 1. STRAIGHT
- [redacted] 2. SHARP CURVE OR TURN
- ☐ 3. OTHER CURVES

- ☐ 1. LEVEL
- ☐ 2. UP HILL
- ☐ 3. HILL CREST
- ☐ 4. DOWN HILL

17. ROAD SURFACE

Check one

- ☐ 1. CONCRETE
- ☐ 2. BRICK
- ☐ 3. BLACK TOP
- ☐ 4. GRAVEL, SAND, OR DIRT—OILED
- [redacted] 5. GRAVEL, SAND, OR DIRT—UNOILED
- ☐ 6. OTHER (Specify) [redacted]

18. ROAD CONDITION

Check one

- [redacted] 1. DRY
- ☐ 2. WET
- ☐ 3. MUDDY
- ☐ 4. SNOWY
- ☐ 5. ICY

Check one or more

- [redacted] 6. LOOSE MATERIAL ON SURFACE
- ☐ 7. HOLES, DEEP RUTS
- ☐ 8. DEFECTIVE SHOULDERS
- ☐ 9. NO DEFECTS
- ☐ 10. OTHER DEFECTS (Specify)

WAS ROAD UNDER CONSTRUCTION OR REPAIR? ☐ YES ☐ NO

19. TRAFFIC CONTROL

Check one or more

Functioning
- ☐
- ☐
- ☐
- ☐
- ☐
- ☐
- [redacted]

Not Functioning
- ☐ 1. R. R. CROSSING GATES
- ☐ 2. R. R. AUTOMATIC SIGNAL
- ☐ 3. OFFICER OR WATCHMAN
- ☐ 4. STOP AND GO LIGHT
- ☐ 5. STOP SIGN
- ☐ 6. WARNING SIGN OR SIGNAL
- ☐ 7. FLAGS OR FLARES
- ☐ 8. NO CONTROL PRESENT

20. DRIVER'S ACTIONS

Check one for each driver

FED		
[redacted]		1. MAKING RIGHT TURN
		2. MAKING LEFT TURN
		3. MAKING U TURN
		4. GOING STRAIGHT AHEAD
		5. SLOWING DOWN, STOPPING
		6. OVERTAKING, PASSING
		7. FORWARD FROM PARKING SPACE
		8. BACKWARD FROM PARKING SPACE
		9. OTHER BACKING
		10. STOPPED IN TRAFFIC LANE
		11. OTHER (Specify)

Check if applicable:

FED		
		12. SKIDDING
		13. AVOIDING VEHICLE, OBJECT, OR PEDESTRIAN
		14. EMERGING FROM ALLEY OR DRIVEWAY
[redacted]		15. DISABLED VEHICLE, PARKED
		16. GAVE WARNING (Horn, Signal, Indicator)

21. VIOLATIONS

Check one or more

FED		
		1. EXCEEDING LAWFUL SPEED
		2. DID NOT HAVE RIGHT-OF-WAY
		3. ON WRONG SIDE OF ROAD
		4. DROVE THROUGH SAFETY ZONE
		5. PASSING STANDING STREETCAR
		6. PASSING ON HILL
		7. PASSING ON CURVE
		8. CUTTING IN
		9. FOLLOWING TOO CLOSELY
		10. FAILURE TO SIGNAL OR IMPROPER SIGNAL
		11. WIDE RIGHT TURN
		12. CUT CORNER ON LEFT TURN
		13. TURN FROM WRONG LANE
		14. DISREGARDED STOP SIGN
		15. DISREGARDED WARNING SIGN OR SIGNAL
		16. DISREGARDED [redacted] AND GO LIGHT
		17. DISREGARDED POLICE OFFICER
		18. IMPROPER STARTING FROM PARKED POSITION
[redacted]		19. IMPROPER PARKING
		20. NO IMPROPER DRIVING INDICATED
		21. OTHER IMPROPER ACTION (Specify)

22. ROAD WIDTHS AND LANES

WIDTH [redacted] NUMBER OF LANES

WERE LANES MARKED? WERE LANES SEPARATED?

BY WHAT?

23. POLICE ACTION, IF ANY

[redacted]

NAME OF PERSON CHARGED

NAME, BADGE NUMBER, AND DEPT. OF POLICE OFFICER

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 779013

DRIVER QUALIFICATION RECORD

DATE

LAST NAME	FIRST NAME	MIDDLE INITIAL	ORGANIZATION

DRIVING EXPERIENCE

TOTAL MILEAGE (*Past 12 Months*)

ACCIDENTS (*Past 12 Months*)

TYPE OF VEHICLE	SIZE	TYPE OF DRIVING [1] (*Civilian*)	TYPE OF DRIVING [1] (*Military*)	YEARS	ACCIDENTS
PASSENGER					
BUS					
TRUCK					
TRACTOR-TRAILER					

[1] *EXAMPLES: Rural, City, Post (Military), etc.*

PHYSICAL APTITUDE TESTS

DATE OF TESTS (*Month and Year*)

	GLASSES [2] YES	GLASSES [2] NO	QUALIFIED	FAILURE	LEFT EYE	RIGHT EYE	BOTH EYES	EXAMINER
1. VISUAL ACUITY					20/	20/	20/	
2. FIELD OF VISION			QUALIFIED	FAILURE	LEFT EYE	RIGHT EYE		EXAMINER
					°	°		
3. DEPTH PERCEPTION			QUALIFIED	FAILURE	AVERAGE			EXAMINER
					IN.			
4. COLOR PERCEPTION [3]			QUALIFIED		NORMAL	R-G BLIND	TOTALLY BLIND	EXAMINER
5. HEARING			QUALIFIED	FAILURE	LEFT EAR	RIGHT EAR		EXAMINER
					/20	/20		
6. REACTION TIME			QUALIFIED	FAILURE	AVERAGE			EXAMINER
					IN.			

[2] *Check "Yes" if applicant must wear glasses while driving and enter scores on test given with glasses. Check "No" if applicant need not wear glasses and enter scores on test given without glasses.*
[3] *Check only one space in addition to "Qualified."*

DRIVER'S ROAD TEST

DRIVING INFORMATION TEST FOR MOTOR VEHICLE OPERATORS

PART I
QUALIFYING SCORE--150 OR MORE

SCORE	TYPE OF VEHICLE

PART II
QUALIFYING SCORE--LESS THAN 3 ON EACH PROBLEM [4]
(*Enter Score on Each Problem*)

PROBLEM 1	PROBLEM 2	PROBLEM 3	PROBLEM 4	PROBLEM 5

QUALIFYING SCORE--31 OR MORE

SCORE	DATE	EXAMINER	DATE	EXAMINER	TYPE OF VEHICLE	DATE	EXAMINER

SCORE	DATE	EXAMINER	SCORE	TYPE OF VEHICLE	PROBLEM 1	PROBLEM 2	PROBLEM 3	PROBLEM 4	PROBLEM 5

SCORE	DATE	EXAMINER	DATE	EXAMINER	TYPE OF VEHICLE	DATE	EXAMINER

COMMENTS (*Other Problems, etc.*)

[4] *PROBLEM 1. Driving on Grade; PROBLEM 2. Crossing Railroad Tracks; PROBLEM 3. Backing Truck; PROBLEM 4. Backing Semi-Trailer; PROBLEM 5. Front Wheel Drive.*

WD AGO FORM 1 SEP 47 348 Replaces WD AGO P R T 559, which is obsolete.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 179013

OPERATOR'S PERMIT

PERMIT NO.	DATE ISSUED (*Or Reissued*)	ISSUED BY	
RESTRICTIONS		SUSPENSION DATE	REVOCATION DATE

ACCIDENT RECORD

DATE	TYPE OF VEHICLE	ACT OR VIOLATION	REMEDIAL OR CORRECTIVE ACTION

ACCIDENTS AND VIOLATIONS

ACCIDENT TYPE 1	UNSAFE ACT OR CONDITION: 5 UNSAFE SPEED	6 FAILURE TO GIVE OR HEED SIGNAL	7 WITHOUT CHECK OF CONDITION	8 TOO CLOSE	9 ASSUMING RIGHT-OF-WAY	10 FROM IMPROPER POSITION	11 IMPROPERLY HAULED	12 ATTENTION DISTRACTED	13 MECHANICAL FAILURE	14 LACK OF OR INOPERATIVE SAFETY DEVICE	15	16	OTHER FACTOR: 17 INTOXICATION	18 FATIGUE	19 NOT QUALIFIED UNDER PRT	VIOLATIONS: 20 UNSAFE SPEED	21 FAILURE TO GIVE OR HEED SIGNAL	22 WITHOUT CHECK OF CONDITION	23 TOO CLOSE	24 ASSUMING RIGHT-OF-WAY	25 FROM IMPROPER POSITION	26 IMPROPERLY HAULED	27 ATTENTION DISTRACTED	28 MECHANICAL FAILURE	29 LACK OF OR INOPERATIVE SAFETY DEVICE	30	31	32 INTOXICATION	33 FATIGUE	34 NOT QUALIFIED UNDER PRT
A. PASSING																														
B. TURNING																														
C. SLOWING, STOPPING																														
D. APPROACHING																														
E. FOLLOWING																														
F. BACKING																														
G. PARKING																														
H. OTHER																														
I.																														
J. TOTAL																														

ACCIDENTS AND VIOLATIONS BY MONTH

YEARS 19____ TO 19____	JAN.	FEB.	MAR	APR	MAY	JUN.	JUL.	AUG.	SEP.	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUN.	JUL.	AUG.	SEP.	OCT.	NOV.	DEC.
K. NUMBER ACCIDENTS																								
L. NUMBER VIOLATIONS																								

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 779013

FILE

729.3

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

AGKSD 729.3

SUBJECT: Accident Reports

TO: Commanding General
I Corps
APO 301

1. References:

AR 385-10
SR 385-10-20
SR 385-10-40
SR 385-10-41
SR 385-10-42
SR 385-10-43
SR 385-10-44
Cir 33, GHQ, FEC dated 2 July 1949
Cir 66, Eighth Army dated 19 September 1949

2. An appreciable number of accident reports (DA AGO Form 285 and Standard Forms 91a and 92) are received by this headquarters so far beyond the due date as to nullify their usefulness. Most of these reports have been delayed due to the failure on the part of the initiating unit or installation to comply with the provisions of the applicable regulations and circulars when making the investigation and writing the report. This has caused further delays when the processing headquarters return the reports to the unit for correction or additions.

3. For the first nine months of 1949, Eighth Army Safety reporting efficiency, as compared with the Surgeon's Summary of Weekly Statistical Health Report, was 60.3%.

4. During the nine month period, the overall strength of the Army has increased, consequently more accidents of a reportable nature have occurred. It is essential that a more complete reporting efficiency be attained, in order to get a true picture of the accident rate of the Eighth Army.

5. Desire that each commander take aggressive command action to effectively implement the Eighth Army Safety Program with a view to in-

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 779013

Ltr, Hq Eighth Army, dtd 6 Dec 49, subj: "Accident Reports".

creasing the reporting efficiency so that prompt corrective action may be taken in the light of the facts disclosed by investigations.

BY COMMAND OF LIEUTENANT GENERAL WALKER:

/s/ Charles A. Hull
/t/ CHARLES A. HULL
Captain, AGD
Asst. Adj. Gen.

AG 729.3 - I 1st Ind

HEADQUARTERS I CORPS, APO 301, 12 December 1949

TO: See Distribution

1. Immediate steps will be taken to comply with basic letter - particularly par 5 thereof.

2. A report will be made to this headquarters by 20 December that all accident reports pertaining to your command have been properly processed.

BY COMMAND OF MAJOR GENERAL COULTER:

P. L. NASH
Lt Col, AGD
Asst. Adj. Gen.

DISTRIBUTION: "B"
Less Staff

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 179013

FILE

HEADQUARTERS I CORPS
APO 301 (Kyoto, Honshu)

Ryukyu Civil Affairs

AG 729.3-I

22 November 1949

SUBJECT: Motor Vehicle Fatalities

1943
357.5

TO: Commanding General
24th Infantry Division
APO 24

1. Reference: Letter, Department of the Army, 22 July 1949, with indorsements, subject: "Motor Vehicle Fatal Accidents."

2. From 1 October 49 to 31 October 49, there have been nine (9) fatalities due to motor vehicle accidents in the I Corps zone of responsibility. It is apparent that positive measures must be taken to reduce the accident rate. This can be accomplished only by the vigorous application of the principles of safe driving.

3. It is desired that a vigorous, aggressive safety program be instituted in your zone of responsibility. Emphasis will be placed on the following:

a. Education of unit commanders and motor officers in the provisions of TM 21-300, (Driver Selection Training and Supervision, Wheeled Vehicles).

b. Education of driver personnel in the provisions of:

(1) TM 21-305 (Drivers Manual)

(2) Circular 57, Hqs Eighth Army, 18 August 1948

(3) Memorandum 28, Hqs I Corps, 26 May 1949

(4) Defensive driving (Inclosure 1 to reference cited above).

(5) The new Japanese Traffic Law (Effective 1 November 1949).

c. The briefing of all drivers by unit motor officers, on the hazards of driving in Japan, with an analysis of the accidents which have occurred during the current week. At least thirty (30) minutes weekly will be devoted to this briefing.

d. The prompt investigation of all accidents involving occupation force vehicles or personnel. In cases where death occurs as a result of a motor vehicle accident, careful consideration will be given by commanders concerned to the trial of the responsible personnel on appropriate charges.

e. The preferring of charges and trial of personnel apprehended operating a vehicle while under the influence of liquor or drugs (AW 96).

f. The instruction of indigenous drivers and pedestrians, by the proper Japanese officials, in safe practices while upon the public highways and streets.

g. The instruction of an aggressive traffic enforcement program by military police, to include, the establishment of a positive check system to determine whether appropriate disciplinary action is taken in each case.

h. The frequent use of military police road blocks, not less than twice monthly, the check drivers of all occupation force vehicles for the following:

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 770913

BASIC: Ltr, Hqs I Corps, APO 301, AG 729.3-I dtd 22 Nov. 1949
Subj: Motor Vehicle Fatalities.

(1) Possession of Drivers License

(2) Properly completed trip ticket.

(3) Presence of safety inspection certificate.

(4) Possession of proper authorization to drive vehicl

BY COMMAND OF MAJOR GENERAL DEAN:

/s/ P. L. NASH
/t/ P. L. NASH
Lt. Col. AGD
Asst Adj Gen

AG 729.3-A 1st Ind LHW/dok
7 Dec. 1949

Headquarters 24th Infantry Division, APO 24 (Kokura, Kyushu)

TO: All Unit Commanders, 24th Infantry Division, APO 24

1. Your attention is directed to the provisions of basic communication for compliance. Letter cited in paragraph 1, was distributed to all units of this command on 15 October 1949.

2. During 1948 twenty (20) of the forty-two (42) motor vehicle accident fatalities in the I Corps zone occurred within the 24th Infantry Division Area. Since 1 January 1949 sixteen (16) additional fatalities have already occurred within the Division Area.

3. I consider the number of accidents and fatalities reported within the Division Area to be both excessive and reprehensible. It is my desire that commanders of all echelons stress among their subordinates the absolute necessity for the development of cautious and alert driving habits. It is obvious that the Japanese people are not traffic conscious; it is therefore incumbant upon drivers of civilian and government owned vehicles to drive sufficiently slow so as to permit them to stop abruptly if necessary in order to avoid accidents. I do not consider that there is any necessity for a driver to drive so fast that he sacrificies control of his vehicle for a slight advantage in time. The speed of the vehicle should not be determined alone by the authorized speed limit but must be governed also by the condition of the road, visibility and density of pedestrian and vehicular traffic.

4. Area Commanders are responsible for the enforcement of all directives of this and higher headquarters pertaining to the operation of motor vehicles within their respective zones of responsibili

5. All phases of traffic control will be instituted and enforced without delay. In addition to the strict enforcement of traffic control, a safety conscious attitude and perspective must be developed within every individual in this command. It is through this type of corrective action that tangible results will be achieve in reduction of the numbers of motor vehicle accidents.

William F. Dean.
WILLIAM F. DEAN
Maj. Gen., USA
Commanding

DISTRIBUTION: " & H"

Info Cy: CG, 315th Air Division
CO, 118th Station Hospital
CO, 46th Engr (C) Bn.
CO, Kyushu Civil Affairs Region

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 770013

FILE
729.3

KYUSHU CIVIL AFFAIRS REGION
HEADQUARTERS AND HEADQUARTERS DETACHMENT
Fukuoka, Kyushu, Japan

JWR/Jak JWR

APO 24 UNIT 5
23 November 1949

SUBJECT: Safety Reports of Motor Vehicle Accident

TO: Commanding Officer, Miyazaki Civil Affairs Team, APO 24
Unit 2

1. Reference: Operational Memorandum Number 5, Headquarters Kyushu Civil Affairs Region, "Safety Reports of Motor Vehicle Accidents," dated 19 September 1949.

2. Incomplete report of motor vehicle accident is returned for compliance with paragraph 2, above reference.

3. WD-AGO form 345, previously submitted, is no longer required. WD-AGO form 348 is required. For your convenience, blank forms 348 are enclosed.

FOR THE CHIEF:

HENRY R. RAINBOLT Jr
1st Lt FA
Adjutant

3 Incls:
1. OM 5
2. Forms 348
3. Team's report of accident

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDC NO. 170015

FILE

BASIC: Ltr, Hq Miyazaki Civ Aff Team, APO 24-2, subj: "Report of Investigation", dtd 14 Sept 49.

333

9th Ind JM/te

KYUSHU CIVIL AFFAIRS REGION, HQ & HQ DET, APO 24 UNIT 5, 9 November 1949

TO: Commanding General, 24th Infantry Division, APO 24
Attn: JA Section

s/ H. E. R.
t/ H. E. R.

13 Incls:
n/c

AGJ 150 Masao, Nagata CAF 6 10th Ind CMC/jfp

HEADQUARTERS 24th Infantry Division, APO 24

TO: Commanding Officer, Kyushu Civil Affairs Region, APO 24-5

1. Attached claims officer report returned for signature of appointing authoity on three forms TCS No. 3.

2. On compliance the report in triplicate will be returned to this headquarters.

BY COMMAND OF MAJOR GENERAL DEAN:

s/ E. R. Ekblad
t/ Maj AGD
Assistant Adj Gen

13 Incls:
n/c

11th Ind

KYUSHU CIVIL AFFAIRS REGION, HQ & HQ DETACHMENT, APO 24, Unit 5

TO: Commanding General, 24th Infantry Division, APO 24
Attn: Judge Advocate section

1. In compliance with 10th Indorsement.

FOR THE CHIEF:

JOHN W. ROURK, DAC
Legal & Gov't Officer

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDC NO. 170015

333.5

BASIC: Report, Miyazaki Civil Affairs Team, APO 24 Unit 2, dtd 14 Sept 49
Subj: "Report of Investigation."

AG 333.5 - BA 5th Ind CDO'C/md

Hq I Corps, APO 301, 18 Oct 49

TO: Chief, Kyushu Civil Affairs Region, APO 24-5

1. Your attention is invited to Paragraph 12, Section 1, Circular 51, Hq Eighth Army, 1948, which requires that reports of investigation be forwarded through the Commander exercising general court-martial jurisdiction.

2. It is requested that the attached correspondence be forwarded to the Commanding General, 24th Infantry Division, as a matter pertaining to his command.

BY COMMAND OF MAJOR GENERAL COULTER:

/s/ P. L. Nush
/t/ P. L. NASH
Lt, Col, AGD
Ass't Adj Gen

12 Incls:
n/c

6th Ind JR/te

KYUSHU CIVIL AFFAIRS REGION, HQ & HQ DET, APO 24-5, 20 Oct 49

TO: Commanding General, 24th Infantry Division, APO 24

12 Incls:
n/c

T. W. C.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 770013

FILE 333.5

BASIC: Report, Miyazaki Civil Affairs Team, APO 24 Unit 2, dtd 14 Sept 49
Subj: "Report of Investigation."

4 w/Ind JWR/mcl

KYUSHU CIVIL AFFAIRS REGION, HQ & HQ DET, APO 24 Unit 5, 11 Oct 1949

TO: Commanding General, I Corps, APO 301
Attn: Judge Advocate Section

T. W. C.

12 Incls:
n/c

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 770013

BASIC: Ltr, Miyazaki CAT, 14 Sept 1949, Subj: "Report of Investigation"

AG 333.5 - BA

3rd Ind

OCT 7 1949

MEC/ee

Hq I Corps, APO 301,

TO: Chief, Ryukyus Civil Affairs Region, APO 24-5

1. Returned for compliance with paragraph 12, Circular No. 51 Hq, Eighth Army, dated 31 July 1948.

2. Request correspondence be returned to this headquarters marked Attention Judge Advocate Section.

BY COMMAND OF MAJOR GENERAL COULTER:

A. SEIPEL
Lt Col, AGD
Asst Adj General

12 Incls:
n/c

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 179013

BASIC: Ltr, Miyazaki CAT, 14 Sept 1949, Subj: "Report of Investigation"

333.5
FILE
FILE
FILE

1st W/Ind FNW/ss

Subject: Report of Investigation

MIYAZAKI CIVIL AFFAIRS TEAM, APO 24, UNIT 2, 21 Sep 49

TO: Commanding Officer, Kyushu Civil Affairs Region, APO 24, Unit 5

Recommend approval of Report of Investigation completed by Lt Junior A Childers forwarded herewith.

FRED N WIMBERLY
Lt Col Inf
Commanding

2nd W/Ind JWR/mcl

KYUSHU CIVIL AFFAIRS REGION, HQ & HQ DET, APO 24 Unit 5, 26 Sept 1949

TO: Commanding General, I Corps, APO 301
Attn: Civil Affairs Section

HER
H. E. R.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 770013

HEADQUARTERS
MIYAZAKI CIVIL AFFAIRS TEAM
APO 24, UNIT 2

14 September 1949

SUBJECT: Report of Investigation

TO : Commanding Officer, Kyushu Civil Affairs Region, APO 24,Unit 5

In accordance with AR 25-20 the following report is submitted.

1. The accident occurred on the TAKISHITA curve of Prefectural highway #1 at 1240, 1 Sept 1949. This curve is about 4 miles from Kitakata Village, Higashi-Usuki Gun.

2. The two vehicles approached the curve at a speed of approximately 20MPH, both vehicles sounded their horn but neither heard the other. With a very small reduction in speed both turned the corner and collided. Both drivers testify that they were going slower than 20MPH. But both parties had applied their brakes and slid into each other this fact plus the extensive damage alone to the jeep establishes the speed as greater than as stated by both parties.

3. No claims have been filed and as of this date no person has announced his intentions of filing a claim.

4. One government employee involved as follows:

MASAO, NAGATA CAF-6 Civilian Employee
Miyazaki Civil Affairs Team APO 24 Unit 2

5. Names of Witnesses:

a. YOSHINOBU, KAWASAKI

No.4,690 Kuboyama, Kitakata Village,
Higashi-Usuki Gun, Miyazaki Prefecture

b. GOICHI, YANAGITA

No.1,502 Kawasuru, Kitakata Village,
Higashi-Usuki Gun, Miyazaki Prefecture

c. TATSUO, HAZAKI

No.4, 2-chome, Takachiho-Dori, Miyazaki City

d. MASAO, NAGATA

Miyazaki Civil Affairs Team, APO 24, Unit 2

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 779013

e. TARAO, YANAGITA

(18 years old) Japanese age

f. TSUTOMU, MIWA

No.1,331 Tsuruki-cho, Miyazaki City

The above witnesses were either drivers or passengers of the two vehicles. No dis-interested person witnessed the accident.

6. The civilian employee was acting within the scope of his employment. He was sent to Takachiho by his section chief to compile data for a confidential report on the tax collection program.

7. Damage to jeep has been estimated at $540.

8. Privately owned 4 wheeled truck #583 "ISUZU-GO" number on body 72733 with a cab-capacity of 3 persons.

Owner of truck - SHIGEKI, SAKABIBARA
Takachiho Truck Co. Ltd. at Ginnocho, Nobeoka City

The truck had been moved to Takachiho and at the time of investigation was hauling rice so the only discription of damages have been taken from the police report.

Parts damaged - Front bumper
Front head lights
Radiator grill

9. No person killed or fatally injured, the injured as follows:

a. TSUTOMU, MIWA Director of Miyazaki Taxation Office.
Cuts on face and fracture of bone on the right knee-cap.
Degree of permanent disability unknown.
Given first aid by Mitsuka, Ninomiya, Physician at No. 1 of 843 Kitamachi, Nobeoka City. Then moved to Miyazaki Hospital where he has been attended by Dr. Matsuzaki, Shichimi who is employed by the Occupation Forces.
Salary unknown.

b. MASAO, NAGATA Dept of Army civilian
Cuts on face and fracture of bone on the left knee-cap.
Degree of permanent disability unknown.
Given first aid by Mitsuka, Ninomiya, Physician at No.1 of 843 Kitamachi, Nobeoka City. Then moved to Miyazaki and evacuated by plane to the 118th Station Hospital in Fukuoka.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 179013

e. TATSUO, HAZAKI Jeep Driver
Contusions on the left thigh and right upper limb. No permanent disability. Given first aid by Mitsuka, Minomiya, Physician at No.1 of 843, Kitamachi, Nobeoka City. Then moved to Miyazaki and treated by Dr.Matsuzaki, Shichimi who is employed by the Occupation Forces. Basic salary in Yen 7,680.

10. There was no violations on the part of any person of any of the laws of Japan.

11. A police investigation was made and a record of same is attached as Annex. No arrests were made or any charges preferred.

12. Recommendation

That MASAO, NAGATA Department of the Army Civilian be not held pecuriarily responsible under Article of War 105 (AR 25-80) for the damage, loss, or destruction of private property.

Junior A Childers
JUNIOR A CHILDERS
1st Lt Inf
Investigating Officer

12 Incls
1 - Diagnosis of Injuries; Nagata (Quad)
2 - Diagnosis of Injuries; Miwa (Quad)
3 - Diagnosis of Injuries; Hasaki (Quad)
4 - Police Investigation Report (Quad)
5 - Statement of Yoshinobu Kawasaki (Quad)
6 - Statement of Goichi Yanagita (Quad)
7 - Statement of Tsutomu Miwa (Quad)
8 - Trip Ticket (Quad)
9 - Pictures of Scene of Accident (Single cy)
10 - Pictures of Damage to Jeep (Single cy)
11 - Sketches of Area (Single cy)
12 - Para 2 SO79 KCAR 49

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 770013

PAPER OF DIAGNOSIS

Masao, Nagata (28)

Army Civilian of the American Force

1. Name of the wound:

Cut on the face and fracture of bone on the left knee-cap.

The above person must take the rest of 50 days to cure the above wound.

September 1, 1949

Mitsutaka, Ninomiya, Physician at
No.1of 843, Kitamachi,
Nobeoka City

Official Translation:

Mitsuo Iwakiri

MITSUO IWAKIRI
Translator

Junior A Childers

JUNIOR A CHILDERS
1st Lt Inf
Investigating Officer

Original statement attached to original copy of translation.

Encl 2

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 179015

PAPER OF DIAGNOSIS

Tsutomu, Miwa (43)

Director of the Taxation Office.

1. Name of the wound:

Cut on the face and fracture of bone on the right knee-cap.

It takes about 50 days for the above person to cure the above wound.

September 1, 1949

Mitsutake, Ninomiya, Physician at
No. 1 of 843, Kitamachi,
Nobeoka City

Official Translations:

Mitsuo Iwakiri

MITSUO IWAKIRI
Translator

Junior A Childers

JUNIOR A CHILDERS
1st Lt Inf
Investigating Officer

Original statement attached to original copy of translation.

Incl 2

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 179015

PAPER OF DIAGNOSIS

Tatsuo Hazaki (34)

Driver of the Miyazaki Civil
Affairs Team

1. Name of the wound:

Contusions on the left thigh and right upper limbs.

It takes about two weeks for the above person to cure the above wound.

September 1, 1949

Mitsutaka, Ninomiya, Physician at
No.1 of 843, Kitamachi,
Nobeoka City

Official Translation:

Mitsuo Iwakiri

MITSUO IWAKIRI
Translator

Junior A Childers

JUNIOR A CHILDERS
1st Lt Inf
Investigating Officer

Original Statement attached to original copy of translation.

Seal #2

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 770013

Nobeoka District Police, Investigation Section Document No.173

September 5, 1949

TO : Commanding Officer of Miyazaki Civil Affairs Team

FROM : Chief of the Nobeoka District Police Station

SUBJECT: Report on the Traffic Accident

Sir,

In regard to the traffic accident which occurred in the area under the jurisdiction of our Police Station, we hurried to the scene at once and investigated the actual condition of the case.

Here, let me report on the result of the investigations as follows:

1. Kind of the accident:

   The head-on collision between a truck and a jeep.

2. Place where the accident occured:

   Takishita Curve (so called) on the Ken road, No. unknown, Hachikyo, Shiro, Kitakata Village, Higashi-Usuki Gun.

3. Time of the occurrence of the accident:

   Around 0.40 p.m. Sept 1, 1949.

4. Condition of traffic:

   The traffic of automobiles is frequent to some extent although the place is located at non street-district.

5. Condition of the surface of the road:

   The road is not the paved road and the surface of it was dried. The road is declining gently toward the eastern direction. (Nobeoka)

6. Names and addresses of the owners of the automobiles:

   a. Jeep - Civil Affairs Team, Occupation Forces, at Miyazaki Ken

   b. Truck - Shigeki Sakakibara, (52 years old) Takachiho Truck Co.Ltd., at Gioncho, Nobeoka City.

Encl #2

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDC NO. 179015

7. Names, addresses and ages of the drivers.
Kinds and numbers of licences.

a. Driver of the Jeep

Driver of the Civil Affairs Team
Tatsuo Hazaki (34 years old)
No.4, 2-chome, Takachiho-dori, Miyazaki City

Kind and number of the licence: Unknown

b. Driver of the truck

Yoshinobu Kawasaki (22 years old)
No.4,690, Kuboyama, Kitakata Village,Higashi-Usuki Gun.

Kind of the licence: Licence for common automobile
Number of the licence: 1677
Date licensed: August 6, 1949

8. Kinds and numbers of the automobiles:

a. Jeep - Small-sized jeep (Willies)
Number 20105496
No. 2

b. Truck - Truck for private use.
With common 4 wheels "Isuzu-Go".
Number of car: 583
Number of body: 72733
(Capacity for persons 3)

9. Name, age, address and occupation of the sufferers:

a. The injured.

(1) American Army Civilian
(Masao Nagata (28 years old)

1. Fracture of a bone of left knee-cap

2. Cut on the chin.

Number of days required for the medical treatment:
around 50 days.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 170013

(2) Chief of the Miyazaki Taxation Office
Tsutomu Miwa (43 years old)

1. Fracture of a bone of right leg

2. Cut on left eye and left part of the head.

Number of days required for the medical treatment:

around 50 days

(3) Driver
Tatsuo Hazaki (34 years old)

1. Lacerations on left leg.

b. Damaged parts of cars.

(1) Jeep

1. Bumper bend and broken

2. No. 1 member bent and broken

3. Shutter bent, broken and damaged

4. A light lamp damaged

5. Radiator bent, broken and damaged

6. Bonnet bent, broken and damaged

7. Battery damaged

8. Window panes damaged

9. Shutter-stand damaged

10. Parts to which the hood is fastened bent (inside)

11. Fan bent and damaged

12. Gear damaged

13. A part of radiator bent and damaged

14. Light lamp damaged

15. Engine stand broken and damaged

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDC NO. 170019

10. Cause of the accident:

Due to the carelessness of drivers of both automobiles.

11. Condition of accident:

The truck No.583 of the Takachiho Truck Co. was running from the Makimine Mine Grains Warehouse toward the direction of Nobeoka at noon, Sept. 1, 1949 (to Tsunoda Rice Cleaning Mill at Tsunoda, Kitakata Village) loading with 50 bales of uncleaned rice (3 ton) with three persons in the driver's platform: driver Yoshinobu Kawasaki (23 years old), laborer Torao Yanagita (18 years old) in middle place, and assistant driver Goichi Yanagita.

Soon after the truck got round a curve near Takishita Buraku (This curve is the next curve to the Takishita curve) before it came to the Takishita curve at Hachikyo, Shiro, Kitakata Village, the driver changed the gear from the third to the top and proceeded with common speed of 14 or 15 M.M.

And at the point of 44.3 meters from the spot where the accident occurred he changed the gear from the top to the third and reduced the speed a little. The road at this area is 4 meters or 3.5 meters in width facing the moutain wall on the east, and a precipice of around 40 m. in height on the west, leading to the Gokase River. Like this this road is a dangerous one. If drive the side facing the river, there is a fear for overturnings. So, the truck ran on the side facing the mountain (east-side). When it came to near the Takishita curve, the driver put the gear the third. Soon after, that, it passed the point of 9.95 m. from the spot where the accident occurred, when the truck sounded clacktion twice. After that, the truck came to the curve. The curve is the sharp curve turning to the left and to the direction of Nobeoka.

At this time, the driver sat on the right (side facing the driver). In order to turn the truck to the left, he turned to the left, drawing the car to southern side a little. At this time, at the point of 5.5 meters from the spot where the accident occurred (near Takishita Buraku), the driver saw a jeep rushed suddenly from the direction of Nobeoka 20 m. 65 c.m. ahead in the visible line of the curve. So, Kawasaki driver stepped on pedal brake and clutch and put on the brake at once. But it passing the point of 5.5 m., turning the handle to the left to the mountain side a little, the truck could not stop perfectly, owing to the heavy volume of the truck.

And the truck had a head on collision with the jeep at the head of the Takishita curve, the spot where the accident occurred, it is said.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDC NO. 179019

The jeep of the Civil Affairs Team, after finishing the repair of 2 tires at the Sato Auto Plant in front of the Nobeoka Main Station, around 11.40 a.m. of the same day, was running with the schedule of reaching Takachiho Taxation Office by 2.00 p.m. without fail for official business by driven by Hazaki driver, with Masao Nagata, Military Civilian of the Miyazaki Civil Affairs Team (28 years old) on the outside seat of the driver's platform and Tsutomu Miwa Chief of the Miyazaki Taxation Office at middle seat.

As this jeep approaches the Takishita curve, the spot where the accident occurred, it reduced the speed from around 30 miles to around 20 miles per hour. The jeep sounded the clacktion at the point of 52 meters off the curve and reduced the speed to around 17 miles per hour at the point of 17.80 meters off the spot where the accident occurred. Stepping out the accelerator and when streched the hand below the clacktion, intending to sound a clacktion again, the jeep was turning the curve to the right and came to the head of the curve, when saw a truck run 20 m. ahead. So, at the point of 7 meters from the spot, the driver stepped on the pedal brake.

At this time, the jeep was running on the outside of the road and so the driver thought to turn the handle to the left hand (river-side). But the left side is the direct precipice around 40 meters in height leading to the Gokase River. So, if he turn the handle to the left, there is a fear for the overturning. Thinking so, he turned the handle to the right rapidly. But while the body of jeep was not turned, the jeep had a head on collision with the truck, in the middle of the road.

12. About on-the-spot inspection of the place of accident.

An on-the-spot inspection delegation was sent to the place of accident without loss of time immediately after the accident took place and was reported. The inspection lasted from 2.30 p.m. to 6.10 p.m. of September 1st. The inspection delegation included Kodama, the vice-police sergeant, Takami, the detective, Nasu, the detective, Higashimura, the detective, Yano, policeman andTomioka, the policeman. At 4.30 p.m. of the same day, Suzuki, the prosecutor of the Nobeoka Prosecutor's Office and Matsuda and Ono, the officials of the same office above,visited that place to inspect. In inspection, Yoshinobu Kawasaki, the director of that truck and his assistant named Goichi Yanagida were made present there but the jeep driver Tatsuo Nazaki was not there, because he was attending his wound.

From 0.5 p.m. to 2.30 p.m. of September 2nd, a second inspection was made, with Kawasaki and Nazaki made present here.

About the outcomes of the On-the-Spot Investigation into the Accident.

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a. Features of the place of accident.

This accident occurred on the sharp curvy highway, which goes by the name of "Takinoshita curve", running through the Hakkiyo area of Shiro Section of Kitakata Village of Higashi-Usuki County- the highway, 26 KMS west of Nobeoka City and 6KMS east of Makimine Copper Pit, starting from Nobeoka City and leading to Takachiho. This place of accident lies in a rolling highland, with sharply oblique cliffs on 4 sides and some 70 meter-wide frothing Gokase River which is uproariously twisting its way through mountain bottoms beneath. This highway is running along the southern side of this Gokase River, at the attitude of some 40 meters at its highest point and some 30 meters at its lowest point from the river bottom, cutting its way through mountains. The so-called "Takinoshita curve" where the accident took place is sharply curving, standing out eastsouthward and curving nothward, leading to the Takishita Village in the distance of 2KMS, and from this village, running eastward to Takachiho. This "Takinoshita curve",with 2/100 decline, is curving eastward 100 meters from the spot of accident and there has its ruggedness off.

(1) The spot of accident

The spot of accident is 3.50 meter-wide road. The cliff sectioned by the triangle is sharp and full of stones and thicksets. This spot of accident is studded with oil which came out from battery of jeep and with several pieces of broken window-glass of that jeep. There are also two chips of split plate of "certificate of licence of loading over controlled weight" which was attached to the "bumper", destroyed in collision with jeep, of truck. The spot 1 meter eastnorthward of the spot which is stained with battery oil is blood-stained.

Statement of the truck driver Kawasaki, made on September 1st.

He was driving his truck at the speed of 12 or 13 MPH after turning the gear to the "side" to slow down the high speed at the point 44.30 meters north of the spot of accident on the Takinoshita curve on September 1st around 0.40 p.m. when his truck which had started from Makimine area was running with 50 bales of rice and with 2 other men beside him on the driver seat. This point was at the distance of 18 meters from the pine tree standing on the north-side cliff and the width of the road was 3.50 meters.

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He says he sounded "clacktion" twice when he was driving his truck 9.95 meters further southward of that point. This new point was at the distance 34.35 meters from the spot of accident and 9.50 meters from the above-cited pine tree. He also says he was driving his truck further after turning his running car to the left in a sharp curving mothin when he, for the first time, caught the sight of jeep dashing up. He couldn't find that jeep dashing up till he finished to pass the curving road, because there was a sharp cliff pushing out between the truck and that jeep.

This new 3rd point was at the distance 5.50 meters from the spot of accident and there was 20.60 meters between his truck and that jeep. Then he hastened to stop his car by jecking brake and pushing "crutch", but in no time. This new 4th point was on the road 3.50 meters. His truck was slipping forward 5.50 meters in spite of the emergent braking due to its loading 3-ton of rice when it collided with the jeep, he says.

The inspection delegation recalled the collision scene by putting the damaged jeep and that truck-Ksan style with the car number 5 - in their positions of that day according to the explanations of the assistant driver Yanagida. Their positions proved to be as follows.

Truck

Front wheel of the left side body 70CM from the north side of road.
Rear wheel 55CM from the north side of road
Front wheel of the right-side body 55CM from the south side of road
Rear wheel 55CM from the south side of road

Jeep

Fron wheel of the right side body 100CM from the north side of road.
Rear wheel 100CM from the north side of road
Front wheel of the left side body 55CM from the south side of road.
Rear wheel of the left side body 55CM from the south side of road.

The front radiater of the jeep was hard pressed by the bumper of the truck.

Statement of Tatsuo Hazaki driver of the Jeep (September 2)

The driver of the jeep Hazaki making Tsutomu Miwa Chief of the Miyazaki Taxation Office in the middle seat of the driver's platform and Masao Nagata, Military Civilian in the driver's platform, on Sept 1

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around 11.40 a.m., left the Sato Tire Repair Shop in front of the Nobeoka Station for Takachiho Town with the schedule of reaching there by 2 p.m. and came to near the spot where the accident occurred.

When the jeep came the point of about 52 meters east from the spot where the accident occurred, the driver sounded the claektion. At this time, the jeep was running at the speed of about 20 miles per hour but after sounding claektion and coming the point of 34.2 meters off the spot, the driver stepped off the acceleration and reduced the speed to 17 miles per hour and came to the Takishita curve, he said.

The spot is 10.5 meters from the stone fence. The road on the spot has width of 3.5 meters. Driver Hazaki said he discerned a truck approaching the curve on the perspective at the place 5.80 m. from the spot where he disconnected accelerator.

The spot of the accident is 3 meters 50 c. from the end of the stone fance. The width of the road on the spot is 3 meters 50 c. The distance from the spot to the truck is 8 meters. The distance from the jeep to the truck is 20 meters. He trampled down the break a pedal and crutch after advancing 5 meters from the place where he had discerned the truck and at the same time tried to switch the handle to the right, as the left side of the road was a cliff along the river.

The jeep advanced 7 meters from the place where he trampled down the break in that condition and collided head on with the truck.

View of the investigating official:

To judge from the results of inspection of the spot and statements by the two drivers and concerned party riding on the truck, the truck advanced with the speed of 12 or 13 meters per hour with 50 bales of uncleaned rice on it and discerned the jeep approaching at the place 5.5 meters before the spot.

Driver Kawasaki of the truck should have taken the measure of making a dussen halt by avoiding to the left on that instance. But he did not take the measures, though there was still room of 70 c.m. width on the left side.

Driver Hazaki approached the spot with the speed of 17 miles per hour, as he was forced to reach Takachiho Town by 2.00 p.m.

He perceived the truck at the place which is 12 meters from the spot of accident. He thought that the jeep can pass the truck satisfactorily on the spot. But he knew by insinct that the road is narrow and the jeep can't pass the truck.

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As there was danger that the jeep might have tumbled down to the valley if he should have advanced in that condition, he advanced and took the step of making a sudden halt without avoiding to the left and the jeep collided with the truck at last. After all the accident is due to the incomplete step taken by driver Kawasaki to avoid the jeep and misjudgement of driver Hasaki that the jeep can pass the truck satisfactorily.

Both can't escape the blame for dault.

Official Translation:

Kiyoshi Takayama
KIYOSHI TAKAYAMA
Translator

Tadashi Yasutsune
TADASHI YASUTSUNE
Translator

Mitsuo Iwakiri
MITSUO IWAKIRI
Translator

Junior A Childers
JUNIOR A CHILDERS
1st Lt Inf
Investigating Officer

Original statement attached to original copy of translation.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDC NO. 170015

S-T-A-T-E-M-E-N-T

Permanent domicile: No.4,690, Kuboyama, Kitakata Village, Higashi-Usuki Gun, Miyazaki Prefecture

Address : Ditto

Name : Yoshinobu Kawasaki (22), Auto driver

At the request for the conscientions statement on the actual circumstance of the traffic accident which I had produced I will will state my true memory.

I was born as the second son of Enji Kawasaki who pursuits the truck transportation business at the above domicile and graduated from the Kitakata primary school and Nobeoka commercial school in 1945. After that I was engaged in tilling the land in my home, because an assistant of the truck owned by the Takachiho Truck Company Ltd. which is managed by my father and others and awarded a certificate of ordinary auto driver on August 6, 1949. From that time till now I am working as a driver of the Takachiho Truck Co. Ltd. which is located in my home which is the Kawazuru business office of the company at the same time.

I will describe the collision at the Takishita curve, the so-called Irikai, in Kitakata Village at about 8.40 p.m. on September 1, 1949.

I started the business office at Kuboyama in Kitakata village which is my home to transport rice from the Makimine food storehouse about 10.00 a.m. on the day.

We three from my company and the two from the Makimine Mine loaded 50 bales of uncleaned rice (of three ton) on the truck at the food storage house in the Makimine Mine and started at 0.00 p.m. for the Yanagita Rice Cleaning Plant in Sumida, Kitakata Village of Higashi-Usuki Gun with coolie Torao Yanagita in the car and assistant Goichi Yanagita on my side.

As the road and tires were bad, I operated the truck carefully with the speed of 14 or 15 km. per hour. There are three sharp curves before the spot of the accident. I passed the first and second curves safe by whistling clacktion. The road of 80 meters before the spot of accident is almost straight. I switched the handle to the side 44 meters before the spot and whistled clacktion two times after advancing 70 meters. I think that the speed was 12 or 13 meters per hour as the place was a sharp curve and the truck was loaded with 50 bales of rice.

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When I approached the curve, a jeep jumped out suddently. I hurriedly trampled down the break of the pedal and clutch and switched the handle to the left, I think. As I was confused, I can't state it clearly.

I think it was about 20 meters to the jeep when I perceived it.

I think that I advanced about 5.5 meters before the collision after taking the measure of sudden halt.

When I collided head on with the jeep our truck had not made a halt completely. Our truck did not receive so great a shock, as it was loaded with rice. I immediately alighted the truck and embraced in my arms the three wounded persons who had been on the jeep. However I had no time to see to what degree they had been wounded.

As I thought I must bring them to a hospital, I pulled out the jeep backward and put it on the side of the road. I put them on my truck and put the engine on the motorman's platform and started for a physician at Kawazuru. The gas ran out on the way and the truck stopped. The engine would not work and I borrowed a rear-car from the neighbouring house and begged assistant Yanagita and others to transport the wounded.

I myself borrowed a bicycle and made a contact with a physician and police at police box at Kawazuru and begging resure of the wounded.

September 3, 1949

Yoshinobu Kawasaki (Seal)

Official Translation:

Mitsuo Iwakiri

MITSUO IWAKIRI
Translator

Junior A Childers

JUNIOR A CHILDERS
1st Lt Inf
Investigating Officer

Original statement attached to original copy of translation.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 179013

WRITTEN TESTIMONY

Goichi Yanagita

Assistant driver of automobile
Date of birth : 1st day of October of 1929
Age : 21 years old
Permanent address : No.1,502 Kawazuru, Kitakata Village
Higashi-Usuki Gun, Miyazaki Prefecture
Present address : Ditto

I here by testify, in my conscience, about the accident happened by the motor truck in which I was seated on, tracing back of my momory.

I was born at above mentioned place, as the 4th son for Sakuji Yanagita, graduated from Kitakata Village primary school, on March 1944, and was helping my father at his farm until July 20th 1949 when I was adopted by Takachiho Truck Company as an assistant driver and working at Kawazuru operating station Kitakata Village until today.

I will talk about the accident happened at a curve at the foot of water fall of Kakkyu Shiro Kitakata Village, on September 1st 1949 at 0.40 p.m.

The day of the accident (September 1st) I,with driver Yoshinobu Kawasaki and day worker Tarao Yanagita, about 10 a.m. departed from Kawazuru on a truck (Isuzu 1948 Type) belonged to Sakakibara Company of Nobeoka City for the purpose of haul rice from the rice storage of Makimine Kitakata Village, about 11 a.m. same day we arrived Makimine.

Helped by two men of Makimine Mine, we 3 loaded 50 sacks of rice on our truck, about 12 a.m. left there toward the Yanagita rice mill at Sumida Kitakata Village. On the seat of the truck, Kawasaki at stearing handle Tarao at center and was at the end, the truck was going so slow with very bad road always through and with heavy load as we could make only 6 kilo in about 40 mimutes to et the spot of the accident.

The place of accident is the worst part of the road we have to pass always with the very dangerous curve, there are quick curve after curve then 80 meters straight road and come another one which we had accident.

The driver was blowing his horn at every curve and I think he did the same at about 44 meters this side of the spot where the accident happened.

Incl 6 2

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When I was watching front of our course from the seat suddenly a jeep jumped out from the curve and 2 cargo dushed each other, it was happened so quick that I cannot figure out how far it was when I found the jeep first and I feel I heard the big voice of Kawasaki "Heaven".

At the moment I pulled the side brake, I think so but not sure. At the moment of the clash I didn't feel much shock because my left hand was holding on the out side window door handle very tight.

Seeing 3 men on the jeep were hurt considerably, we 3 immediately jumped out from our truck carried 3 men out from their jeep and let them lay down on by the road. While 3 jeep men were resting at the road side we 3 pushed the jeep back to the road side to make a way for our car and helped them to ride on our truck then we all started for the Kawazuru Medical Station. But as soon as we started our car stopped its engine by run out of gas so the driver Kawasaki, on the borrowed bicycle went to Kawazuru to get connection with medical station and police there, I, helped by near by residents, put 2 jeep men on the borrowed rear-car. When I was going to start to push rear-car there came a truck from behind with a load of timber, I told it to stop - that was of Kariyasangyo Company of Nobeoka City gogint to Nobeoka - and helped 3 jeep men to sit on the driver seat of that timber hauling truck.

I and Tarao Yanagita, then, stayed at the place of accident to watch our truck loaded cargo.

The number of our truck is Miyazaki 583.

Official Translation:

Seizo Inamocchi
SEIZO INAMOCCHI
Translator

Junior A Childers
JUNIOR A CHILDERS
1st Lt Inf
Investigating Officer

Original statement attached to original copy of translation.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 179013

STATEMENT OF THE FACT

Tsutomu Miwa,
Superintendent of Miyazaki
Revenue Office
(Miyatacho, Miyazaki City)

I and Mr. Nagata of the Legal and Government Section of the Miyazaki Civil Affairs Team who was on an important business of the 8th Army arrived at Nobeoka Station by train on September 1 at about 10.20 a.m. We were to go from Nobeoka to the Takachiho Revenue Office by jeep. The jeep which was to carry us arrived at the station about one minute late owing to the puncture of a tyre on its way. According to the driver, the wheel was replaced by another one but the share gasoline tank still jolt. As there is no need of the spare gasoline tank in going and coming back between and Takachiho,we decided to deposit it with the Nobeoka Police Station and start.

After we left the tank with the police station's custody we found 2 nails stuck in the rear tyre of right hand side of the jeep. Feeling the impossibility of make it go to Takachiho in this condition, we took it to Sato Rubber Factory near by of Nobeoka Station and have been fixed the punched place. Thus, we, after about 1.20 hour time spent on these works, could make it hardly to depart for Takachiho.

As we had a plenty time to reach Takachiho at the time between 1 p.m. to 2 p.m. we had never told to the driver to make haste and the driver neither was in a hurry, nor he did make it run by the over limit speed.

We, driving for fifty or sixty minutes, approached a curve the long view of which we could not take. When we wanted to turn the curve, we perceived a truck approaching several meters before us. At the next moment we collided with the truck. I was wounded at the time of collision, became hazy and was taken on the truck. As the collision was an instantaneous accident, I can't mention in detail and precisely the circumstances at that time.

I don't remember well whether the drivers of the jeep and the truck whistled respectively when we approached the curve. However I think that the driver of the jeep reduced the speed at that time and the jeep was running with the speed of 20 miles per hour. I don't know the speed of the truck at that time.

There was no alternative than to collide with the truck at that time, as the road at the curve was narrow. If the driver of the jeep should have switched the handle to the left a little to avoid the collision, the jeep would have tumbled down to the valley and have been damaged seriously and we would have died instantly.

Encl >2

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I can say positively that the drivers of both cars were well observing the rules for drivers, and not driving cars carelessly and recklessly.

I earnestly hope that both drivers will be treated generously, without being reproved or punished, and this problem will be settled peacefully and quietly.

September 14, 1949

Tsutomu Miwa

Official Translation:

Mitsuo Iwakiri

MITSUO IWAKIRI
Translator

Junior A Childers

JUNIOR A CHILDERS
1st Lt Inf
Investigating Officer

Original statement attached to original copy of translation.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 770015

VEHICLE AND EQUIPMENT OPERATIONAL RECORD

DATE 1 [illegible] 1949

REGISTRATION NO. 20105496

TYPE 1 Ton 4 x 4

REPORT TO (*Name, grade, organization, place, etc.*)

CPO Edelstein

ACTION	TIME	MILES
IN		49108
OUT	0800	49098
TOTAL		[illegible]

OPERATOR (*Name and grade*) Tanaka

DISPATCHER (*Signature and grade*) sgd: Sgt V Pope

DISPATCHING ORGANIZATION M C A Team

FUEL (*Gals.*) | OIL (*Qts.*)

TIME (*Depart*)	FROM —	TO —	LOAD	SPEEDOMETER	TIME (*Arrive*)	RELEASED BY (*Signature and grade of user*)
0750	Motor Pool					

REMARKS:

A Certified True Copy: Junior A Childers

Encl 8

Junior A Childers

[illegible] Officer

I have examined all entries on this form and taken necessary action (*Dispatcher's initials*)

NME FORM 1 NOV 48 110 Replaces WD For[illegible]

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 770613

SYMBOLS

D DAILY — [✓] SATISFACTORY — [(X)] ADJUSTMENTS MADE — [(XX)] REPAIR COMPLETED — [C] CLEAR — [L] LUBRICATE

W WEEKLY — [X] ADJUSTMENTS REQUIRED — [XX] REPAIR REQUIRED — [S] SERVICE — [T] TIGHTEN — [(S)] ACCOMPLISHED

OPERATOR'S DAILY AND WEEKLY PREVENTIVE MAINTENANCE SERVICES

BEFORE OPERATION [ ] FUEL [ ] OIL [ ] WATER [S] TIRES AND/OR TRACKS [ ] INSTRUMENTS

[ ] LEAKS, GENERAL [ ] VISUAL INSPECTION OF EQUIPMENT OPERATOR'S INITIALS:

DURING OPERATION [ ] INSTRUMENTS [ ] ALERT FOR UNUSUAL OPERATION AND NOISES

AT THE HALT [ ] FUEL [ ] OIL [ ] WATER [ ] TIRES AND/OR TRACKS [ ] LEAKS, GENERAL

[ ] VISUAL INSPECTION OF EQUIPMENT OPERATOR'S INITIALS:

AFTER OPERATION AND WEEKLY SERVICES *(Line out services not applicable)*

W	D	Services	W	D	Services	W	D	Services		
S	S	FUEL, OIL, AND WATER			LIGHTS	L	L	LUBRICATION AS NEEDED		
C	C	CLEAN EQUIPMENT			HORN AND WINDSHIELD WIPERS			WDLO NO.	DATE	
CS		BATTERY								
		ASSEMBLES AND BELTS			TOWING CONNECTIONS			WDLO NO.	DATE	
CT		ELECTRICAL WIRING	S		TIRES AND/OR TRACKS					
C		TOOLS AND EQUIPMENT	S		SPRINGS AND SUSPENSIONS	S	S	AMPHIBIAN, SPECIAL ENGINEER, MATERIALS HANDLING EQUIPMENT SERVICES		OPERATOR'S INITIALS
S		FUEL FILTERS	C		AXLE AND TRANSFER VENTS					
S	S	AIR-BRAKE TANKS			PUBLICATIONS			VISUAL INSPECTION OF EQUIPMENT		

I have filled in the numbered (¹) columns for each trip prior to obtaining the release signature of the official user. I have performed the preventive maintenance services prescribed above in accordance with instructions contained in the pertinent technical manual (*or TM 37-2810*) and have recorded all deficiencies and any accident under "Remarks."

(OFFICER'S SIGNATURE AND GRADE)

5118—FEC Printing Plant—3/49—3.2MM

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDC NO. 770015

KYUSHU CIVIL AFFAIRS REGION
HEADQUARTERS AND HEADQUARTERS DETACHMENT
Fukuoka, Kyushu, Japan

APO 24 Unit 5
2 September 1949

SPECIAL ORDER)
:
NUMBER 79)

E-X-T-R-A-C-T

2. 1st Lt Junior A Childers, O-2005493, Inf, Miyazaki Civil Affairs Team is appointed investigating officer to investigate motor vehicle accident and injuries incurred by DAC Masao Nagata, CAF-6 and two Japanese Nationals o/a 1 Sept 1949. Officer will be guided by AR 345-15, AR 340-5, AR 850-15, AR 25-20 and SR 385-10-42.

BY ORDER OF COLONEL HILTON:

OFFICIAL:

HENRY E RAINBOLT, JR
1st Lt, FA
Adjutant

s/ Henry E Rainbolt, Jr.
t/ HENRY E RAINBOLT, JR
1st Lt, FA
Adjutant

DISTRIBUTION:
3 - Lt Childers
1 - Miyazaki CAT
1 - SO Clerk
1 - File

A CERTIFIED TRUE COPY

Lewis Edelstein
LEWIS EDELSTEIN
CWO USA
Adjutant

Ref 12

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDC NO. 170019

3335 Basic given to Lt. Kimball

AGJ 150 Masao, Nagata CAF-6 7th Ind CMC/wls
(14 Sept 1949)
SUBJECT: Report of Investigation

Headquarters 24th Infantry Division, Kokura, Kyushu, Japan, APO 24, 31 Oct 49

TO: Commanding Officer, Miyazaki Civil Affairs Team, APO 24 Unit 2

1. File on accident report of MASAO, Nagata is returned to your headquarters for following reasons.

(a) No form TC No. 3 is completed in triplicate.

(b) Apparently the exhibit are not in triplicate.

2. It will be noticed that enclosed blank TC Form No. 3 may be locally reproduced.

3. On completition of the file will be returned to this headquarters.

BY COMMAND OF MAJOR GENERAL DEAN:

12 Incls:
n/c

E. R. EKBLAD
Major AGD
Asst Adj Gen

8th Ind LE/ay

HEADQUARTERS MIYAZAKI CIVIL AFFAIRS TEAM, APO 24 Unit 2, 8 November 1949

THROUGH: Commanding Officer, Kyushu Civil Affairs Region, APO 24, Unit 5

TO : Commanding General, 24th Inf Division, APO 24 (Attn: J A Section)

1. In compliance with preceeding indorsement TC Form 3 has been completed and is inclosed herewith. Attention is invited to item 14 on TC Form 3, for action by appointing authority.

2. With reference to paragraph 1b, 7th Ind only inclosures 9. 10 &11 are not in triplicate and explanation of reason therefore was made to J A Section 24th Inf Div.

FOR THE COMMANDING OFFICER:

/s/ Lewis Edelstein
/t/ LEWIS EDELSTEIN
CWO USA
Adjutant

13 Incls:
Incl 1-12, n/c
Incl 13 added
TC Form # 3 (quad)

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDC NO. 170-81-9

BASIC: Ltr, Hq Miyazaki Civ Aff Team, APO 24-2, subj: "Report of Investigation", dtd 14 Sept 49.

9th Ind JM/te

KYUSHU CIVIL AFFAIRS REGION, HQ & HQ DET, APO 24 UNIT 5, 9 November 1949

TO: Commanding General, 24th Infantry Division, APO 24
Attn: JA Section

13 Incls:
n/c

M. E. R.