

THE ENGINEER CONSTRUCTION
HEADQUARTERS & HEADQUARTERS C

REVISION	BY	DATE	CONVERSION OF BAGG SIGNAL SECTION RADIO & SERV	
			SUBMITTED	APPROVED
			DATE	DR. BYRY S TR. BY A
			JOB No.	CK. BY

III 17 FG-10

Level

THE ENGINEER CONSTRUCTION GROUP
HEADQUARTERS & HEADQUARTERS COMPANY

REVISION	BY	DATE	CONVERSION OF BAGGAGE CAR SIGNAL SECTION I CORPS RADIO & SERVICE			
			SUBMITTED	APPROVED	APPROVED	
			DATE	DR. BY RW	SCALE AS SHOWN	SIGN
			JOB No.	TR. BY		
				CK. BY		

III 17 FG-100, 16

INCL #1

Incl

H/TR

GENERAL HEADQUARTERS
PACIFIC EAST COMMAND
 SUPREME COMMANDER FOR THE ALLIED POWERS
CHECK SHEET

(Do not remove from attached sheets) Mr. C. Rey, 26-6294

File No:

Subject: Special Rail Transportation

Note
No.

From: CTS

To: G-4

Date: 7 April 1949

1

1. CTS recommends that a car suitable to carry on inspection of VHF relay stations be assigned to I Corps. It is believed that the substantiating reasons offered by I Corps in 6th Ind of attached correspondence justifies submission of the request.

2. In connection with actual assignment of such a car to I Corp, the following information is submitted for consideration.

a. Among the items of rolling stock presently assigned to Eighth Army are four radio cars which are being utilized as follow:

<u>Period</u>	<u>Division</u>	<u>Car No.</u>	<u>Days Available</u>	<u>Days Used</u>
Nov 48	Tokyo	3101	30	3
		3102	30	27
		3103	30	3
		3104	30	3
Dec 48	Tokyo	3101	31	18
		3102	31	26
		3103	31	3
		3104	31	2
Jan 49	Tokyo	3101	31	2
		3102	31	22
		3103	31	3
		3104	31	3
Feb 49	Tokyo	3101	28	9
		3102	28	25
		3103	28	7
		3104	28	0

b. The above figures indicate a definite waste of transportation unless the long stand-by periods shown can be justified as tactical necessity.

3. Re-examination of the radio car operation by CG, Eighth Army, is indicated to determine feasibility of assigning one of the existing cars to I Corps and return of any others no longer required to the Japanese Government Railway.

4. It is recommended that facts noted in Paragraphs 2 and 3 be forwarded to Signal Section for their information to propose an indorsement to the inclosure.

1 Incl
Ltr, 8th Army with
7 Inds and Incls

H. T. M.

----- H. T. M. -----

**GENERAL HEADQUARTERS
FAR EAST COMMAND**

AKR

CHECK SHEET

Lt Col Cornutt 26-6052

(Do not remove from attached sheets)

File No: _____ Subject: Special Rail Transportation

Note No.

From: G-4 To: Engr O Date: 18 APR 1949

2.

In view of par 2, 6th Ind to inclosed correspondence, request information as to availability of minor construction funds to provide for the requested construction, and your comments and recommendations.

1 Incl
n/c

Jas for
H.E.E.

80831

----- Lt Col Dick 26-6819 -----

(3)

From: Engr To: G-4 3 MAY 1949

1. In accordance with C/N(2) above a review of the request to provide special rail transportation for inspection VHF relay stations by I Corps has been made. The following remarks are considered pertinent:

a. The rehabilitation of a rail road car is not an engineer activity and engineer funds are not applicable for such purposes.

b. Although I Corps allocated \$1656.88 from the February allocation of minor construction funds for this construction, these funds are not available as 8th Army exceeded their total minor construction funds in the amount of \$4284.00 for the JFY-48.

2. In view of the above it is recommended that the requested construction be not favorably considered as a charge against minor construction funds.

1 Incl.
n/c

H. J. C.
----- H. J. C. -----

**GENERAL HEADQUARTERS
FAR EAST COMMAND**

PL = ATR

CHECK SHEET

Capt Jones 26-6052

(Do not remove from attached sheets)

File No: Subject: Special Rail Transportation

Note No.

From: G-4

To: Sig 0

Date: 6 MAY 1949

4.

In view of the information contained in paragraph 1b of Checknote 3 and in paragraphs 2 and 3 of Checknote 1, your recommendations and proposed reply to inclosure are requested.

1 Incl
n/c

6092

H.M.E.

8211

5

From: Sig

To: G-4

Date: 12 May 1949
Lt Col Van Harlingen 26-5875

1. Recommend approval of conversion of cars Bruns No 2905 as indicated in 7th Ind of attached inclosure.

2. A check with Signal Section, 8th Army discloses that car No 3102, referred in Check Note #1 from CTS, is not an 8th Army car but is used by the 528th Air Craft Warning Group for inspection of AW Sites. The three (3) communication cars assigned 8th Army constitute a mobile command post for the Commanding General and are required as a tactical necessity regardless of the routine amount of use involved.

3. A check with the Civil Transportation Section (Mr Rey) indicates that the cost of car conversion is properly chargeable to the Transportation portion of the Indigenous Budget, Item A-4, Car Conversion, and that adequate funds were forecast for this purpose.

4. It is requested that reply to Commanding General, Eighth Army be expedited.

1
1 Incl
n/c

G.I.B.

G. I. B.

From: Sig

To: G-4

Date: 12 May 1949
Lt Col Van Herlingen 26-5875

5

1. Recommend approval of conversion of cars Bruns No 2905 as indicated in 7th Ind of attached inclosure.

2. A check with Signal Section, 8th Army discloses that car No 3102, referred in Check Note #1 from CTS, is not an 8th Army car but is used by the 528th Air Craft Warning Group for inspection of AW Sites. The three (3) communication cars assigned 8th Army constitute a mobile command post for the Commanding General and are required as a tactical necessity regardless of the routine amount of use involved.

3. A check with the Civil Transportation Section (Mr Rey) indicates that the cost of car conversion is properly chargeable to the Transportation portion of the Indigenous Budget, Item A-4, Car Conversion, and that adequate funds were forecast for this purpose.

4. It is requested that reply to Commanding General, Eighth Army be expedited.

1
1 Incl
n/c

----- G. I. B. -----

4 ROUTING

C/S G-4 _____

D AC/S G-4 _____

EXECUTIVE _____

PLANS & POLICY _____

OPERATIONS _____

CONST & FAC _____

TRANSPORTATION *Lu* _____

SUPPLY _____

PETROLEUM _____

BUDGET _____

PERSONNEL _____

ADMINISTRATION *CTS* _____

~~XXXXXXXXXXXXXXXXXXXX~~

DISPATCHED
28 MAY 49
G-4 G-4
Field Trip - Kyushu
G-4

531
~~333~~
~~3370~~ cuts
28 May 49
Mr. C. Rey. 26-6294

9 May 1949

3 Attached for concurrence is proposed letter to Commanding General, Eighth Army, as recommended in C/N 2 and directed by D G/S.

1 Incl as stated

From: G-4

To: CTS

H. T. M.

GD TR HLC/ALJ/mlo

Capt Jones 26 6052

Date: 28 MAY 1949

4 1. It is recommended that paragraph 5 of the proposed letter to Commanding General, Eighth Army be deleted and the following substituted therefor:

"5. The Commanding General, Eighth Army, will take necessary action to insure that practices outlined above, and similar practices if and when discovered, are terminated. In the event it is desired as a means of dissemination of information to hold conferences at the various Division Headquarters of the Japanese Railway System, representatives of General Headquarters will be made available upon request."

2. The last sentence of paragraph 3 of proposed letter should be changed to read: "..... by Japanese Government Railway personnel, unnecessary inconveniences to Japanese and usually added cost of operation."

3. The following should be added to paragraph 4:

".....costs, nevertheless they are an impact on the Japanese economy."

4. Request the proposed letter be revised and submitted through G-4 to the Chief of Staff for approval.

1 Incl n/c

(E)

H.E.E.

G-4 File Copy

G-4 File Copy

82624

23 May 1949

MEMO FOR RECORD:

1. As a result of a field trip thru southern, eastern and northern Kyushu, 21-28 March 49, Col Miller, Chief of CTS, in a checknote to DC/S, thru G-4, dtd 2 Apr 49, summarized certain practices which had been uncovered and which are inconsistent with existent SCAP and FEC directives. With reference to rail transportation these include:

a. Failure of Railway transportation officers to voucher certain services procured informally from the Japanese Govt.

b. The utilization by 3d MRS of an excessive number of Japanese Govt Railway employees in addition to those provided for 3d MRS.

c. Rail transportation officers interfering with the normal functioning of the Japanese railways in hauling civil traffic.

2. By C/N 2, dtd 22 Apr 49, G-4 noted and forwarded CTS C/N to DC/S FEC recommending that a command letter be prepared by the Trans O directing the CG, 8th Army to take necessary action to correct the deficiencies cited above. By C/N 3, dtd 9 May 49, CTS included a proposed command ltr to 8th Army designed to effect this. Subject proposed letter further recommended that corrective action be accomplished by arranging conferences in each of the Japanese Railway Divisions, these conferences to be attended by representatives of GHQ, SCAP, 8th Army, Ministry of Trans and Japanese Govt Railways.

3. While G-4 can concur substantially with the context of proposed letter to 8th Army, it is felt that para 5 thereof, which directs the correction of deficiencies noted and also recommends the holding of conferences to disseminate information to the various Japanese Railway divisions, should be amended to direct correction of the deficiencies and suggest that conferences be held at which representatives of GHQ will be present if desired by 8th Army. It is also felt that the phrase "unnecessary inconveniences to Japanese" should be inserted in the last sentence of paragraph 3 and that an additional sentence, "Nevertheless they are an impact on the Japanese economy," should be added to paragraph 4.

4. Instant self explanatory C/N to CTS requests revision of proposed letter in conformity with the above and resubmission to the C/S thru G-4.

5. Within established policy.

6. Completes action on G-4 Journal 82624.

ALJ aff 26 6052HLC aff 26 6046

G-4 File Copy

G-4 File Copy

Col Miller 26-6305

Field Trip - Kyushu

Chief, CTS

Thru: G-4
D C/S FEC

2 April 1949

1

Accompanied by two RR members and one Water member of CTS, the writer made a visit to rail and port facilities in southern, eastern and northern Kyushu, 21-28 March 1949. Items 3 and 4 below are of interest to Deputy C/S FEC. The balance of the seven (7) items, mentioned here only by title, have been reported directly to Deputy C/S SCAP.

1. Freight Backlog. - Generally much lower than peak.
2. Billboard Nuisance. - Outdoor advertising defacing scenery beginning to appear.

3. Occupation Costs on JGR.

a. Detailed inquiries at local RR stations and follow-up discussions with officials of the JGR and the Ministry of Transportation indicate very definitely that the true cost of the Occupation as far as JGR is concerned, is being materially understated. The same conditions that cause this, also occasion very pronounced activity by RTO personnel in JGR operations which are not the responsibility of the RTO.

b. This unnecessary activity takes the form of requiring the station master to dispatch trains, not involving Occupation travel or freight, according to the desire of the RTO rather than the JGR personnel; barring Japanese use of certain station platforms even when not in use for the Occupation; spotting of cars in the station; circuitous routing of Japanese civilian users of the station, etc. All of this constitutes interference with efficient commercial operation, loss of responsibility by the JGR personnel and usually added cost of operation.

c. The Occupation costs that are not reflected in the accounts fall in two general categories:

- (1) Various supplies and/or services furnished to the RTO but not vouchered - these may be battery service, various accommodations for RTO personnel, etc. - each individually small in amount but totalling very large in the aggregate.
- (2) Personnel carried on JGR payroll for RTO service. Typical of several situations is that at Miyazaki where the railroad station consists of a very small enclosed office plus open sheds for public waiting rooms and there is an average of two (2) Occupation passengers per day. The 3d TMRS em-

Field Trip - Kyushu

Chief, CTS

Thru: G-4
D C/S FEC

2 April 1949

1
(Cont'd)

employs one Japanese and the JGR employs six to help him. In an earlier stage of the Occupation, a very comfortable RTO and a residence were built by the JGR for the military personnel then required at the RTO. This residence is now occupied by the Japanese employee of the 3d TMRS. The whole set-up appears unnecessary - aside from its cost to the JGR.

d. There is alleged to be a fairly widespread and substantial practice in the field, of requiring various services of JGR but advising JGR that vouchers for same on Occupation Cost would not be approved. This has resulted in the local JGR officials providing the services and charging the cost to other JGR funds - thus "absorbing" the costs. This alleged practice may be the fault of either or both parties, where it exists, and definitely does not exist at all RTOs and stations.

e. Solution. The correction of this situation does not require new instructions but simply a uniform application of existing instructions. The overstaffing of RTOs is being corrected by conference on each case with the Eighth Army and with the Ministry of Transportation. The providing of extra supplies and services and the failure to properly voucher are being corrected by arranging a conference in each of the JGR railway divisions, attended by a representative of CTS, 3d TMRS, Ministry of Transportation and JGR, and the local RTO and JGR personnel concerned. The agenda of each conference is that RTO should require only those items for which it expects to approve invoices against Cost of Occupation and JGR should insure that all supplies and services furnished are properly invoiced.

4. Maintenance of JGR Right-of-Way. Since my Kii Peninsula trip a few weeks ago and my resultant comment re dangerously poor track maintenance on two sub-divisions, heavy work has been done by the JGR and the R/W is in better condition and being improved. Similarly, on this trip, many cases of poor maintenance have been called to the attention of the JGR officials responsible. This will result in corrective action. The failure is primarily one of poor supervision, not lack of materials or personnel.

5. Three Axle Freight Cars. The middle axle has a bad effect on right-of-way maintenance and JGR has been told to build no more of this type, and to scrap the present cars as soon as they require any major repairs.

6. Ship Decontrol. This is proceeding according to schedule and all bare boat charters are now (1 April) converted to time charters.

Field Trip - Kyushu

Chief, CTS

Thru: G-4
D C/S FEC

2 April 1949

¹
(Cont'd)

7. Competitive Bidding. A couple months ago, on CTS recommendation, SCAP required JGR to use competitive bidding in their business. Two of the first large items have been canvassed to date and have shown large savings resulting from competition.

----- H. T. M. -----

Lt Col Cornutt 26-6052

From: G-4

To: DC/S, FEC

Date:

2. 1. Noted and forwarded for information.

2. Reference paragraph 3 of preceding checknote 1, G-4 concurs in the action being taken by CTS as outlined in paragraph 3e, but further recommends a command letter to the Commanding General, Eighth Army be prepared by the Transportation Officer setting forth this information, the informal means being taken for dissemination of information and corrective measures, and directing that the Commanding General, Eighth Army take corrective measures to eliminate the practices outlined.

----- H.E.B. -----



5. The "morning guard" Light Army will
 take necessary action to insure that practices
 outlined above, and similar practices
 if & when discovered, are terminated.
 In the event it is desired as a
 means of dissemination of information
 to hold conferences at the various
 Division Headquarters of the ~~Army~~
 Japan Railway system, representatives
 of General Headquarters will be
 made available upon request.

Times chosen in per
 other changes in per
 3 + 4 as indicated
 Ryt

W

DRAFT

Subject: Correction of Railway Deficiencies
Noted on Kyushu Field Trip

From: G-4

To: CTS

DATE:

4. 1. It is recommended that paragraph 5 of the proposed letter to Commanding General, Eighth Army be deleted and the following substituted therefor:

"5. The Commanding General, Eighth Army is responsible for providing and supervising the operation of all rail transportation facilities authorized for the use of occupation forces, and for insuring that such facilities are utilized with the minimum interference to normal public service. Request necessary action be taken to insure that the practices outlined above, and similar practices if and when discovered, are terminated. Representatives of the Civil Transportation Section, this headquarters, will be made available to present and clarify the policies of General Headquarters in this matter at any conferences deemed advisable by the Commanding General, Eighth Army."

2. Request the proposed letter be revised and submitted through G-4 to the Chief of Staff for approval.

1 Incl
n/c

In the event it is desired to hold conference as a means of dissemination of information to hold conferences at

G-4 DRAFT	APP'D BY _____ / /
FOR FORMAL CONCURRENCE AND _____ for	Submission to C/S
	ig & Dispatch by G-4
	ig & Dispatch by DIV.

The various Divs of the Jap Ry system repres. of local Divs will be made avail upon req.

SECRET

531
23 May 49

G-4 ROUTING	
A C/S G-4	_____
D AC/S G-4	_____
EXECUTIVE	_____
PLANS & POLICY	_____
OPERATIONS	_____
CONST & FAC	_____
TRANSPORTATION	<i>gm</i>
SUPPLY	_____
PETROLEUM	_____
BUDGET	_____

From: CTS

To: G-4

Mr. C. Rey, 26-6294
Date: 16 May 1949

1. The Chief, CTS, interposes no objection to the assignment of one railway car to G-2 as requested, provided one of the cars presently in possession of 8th Army is utilized for the purpose.

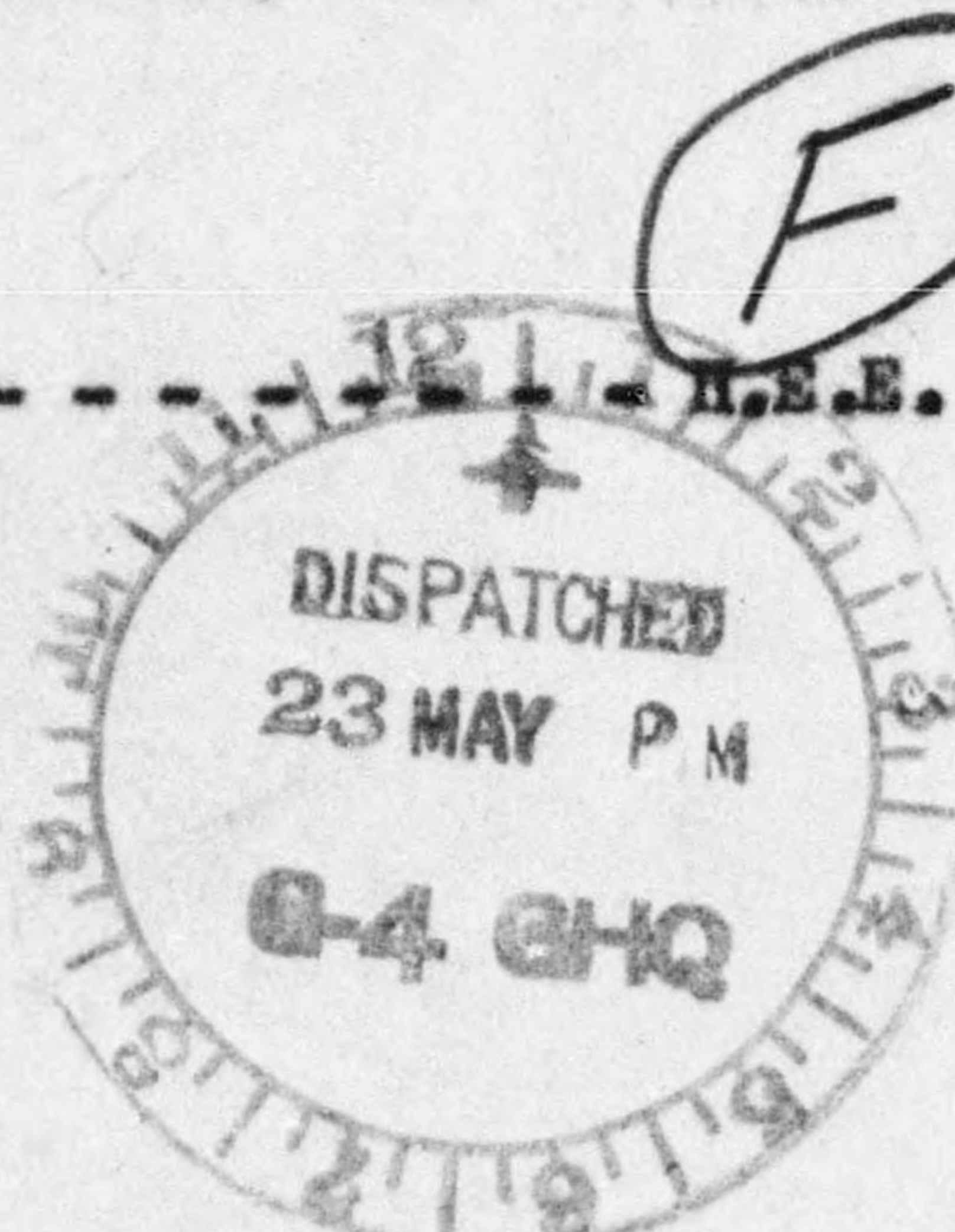
2. Attached for concurrence is draft of proposed letter to CG, 8th Army specifically requesting assignment of the car Waikata, No. 1815, to G-2. This car is equipped with billeting, messing, and office space facilities as required in preceding C/N and will require no conversion.

----- H. T. M. -----
 From: G-4 To: CTS
 GD TR HIC/ALJ/mlc
 Capt Jones 26 6052
 Date: 23 MAY 1949

1. The proposed allocation of a railroad car to the General Headquarters Car Pool for the use of the Counter Intelligence Division, G-2, GHQ, FEC, is concurred in by G-4.

2. All references to the Counter Intelligence Division should be changed to read: "Counter Intelligence Division, G-2, General Headquarters, Far East Command."

1 Incl
n/c



G-4 File Copy

SECRET

Trans

G-4 File Copy

SECRET

21 May 1949

MEMO FOR RECORD:

1. Basic was C/N from G-2 to G-4 thru CTS, dtd 9 May 49, informing of the urgent need for full time coverage of certain areas of Japan by the Counter Intelligence Div, G-2, and requesting that a railroad car so equipped as to provide living quarters for the required personnel be made available on permanent assignment to G-2. Requested car is to be used in the remote regions of Hokkaido (Nemuro, Abashiri, and Shibetsu) where suitable living facilities are not available, and could not be provided without great expense. A check with G-4, 8th Army (Capt Amende) and G-3, GHQ (Maj Von Rohr), verified the fact that no occupation force units are stationed in this area. C/N stated further that conference with CTS had disclosed that the cost of converting a car to meet requirements would be approximately \$5,300.00, which obligation G-2 would be willing to assume as sufficient funds were presently available to G-2 to cover same. G-2 agreed to assume all responsibility for the supply of foodstuffs and provision of operating personnel for the car.

2. By C/N 2, dtd 16 May 49, CTS interposed no objection to approval of request provided a car presently in possession of 8th Army is utilized and inclosed a proposed letter to 8th Army directing that the car, Waikata, No. 1815, be made available to Counter Intelligence Div, FEC, at the earliest possible date.

3. The request contained in basic C/N appears justified. Since G-2, cognizant of the tactical situation on the east coast of Hokkaido, considers that the exigencies of the situation demand constant coverage by trained intelligence personnel, and since the provision of permanent living quarters in the areas concerned could only be made at great expense, it is felt that in lieu thereof a suitably equipped railway car should be made available. Such a car, the Waikata, No. 1815, requiring no conversion, is presently available to 8th Army. This car is part of the rail equipment previously used by BCOF. Eighth Army was not directed to release this car to the Japanese Government by SCAP ltr, subject, "Revised Tentative Allowance of Railway Rolling Stock to Serve British Commonwealth Occupation Force Zone," dtd 18 Feb 49 since at that time it was contemplated that this car might, at some future date, be needed by GHQ. CTS feels that Eighth Army does not need this car.

4. Proposed CTS letter to 8th Army directing that the Waikata be made available to the Counter Intelligence Division FEC is in order except that references to the "Counter Intelligence Division" should be changed to read "Counter Intelligence Division, G-2, GHQ, FEC."

5. Instant C/N to CTS concurs in the proposed assignment but instructs that proposed letter to 8th Army be revised to conform to the above.

6. Within established policy.

7. Completes action on G-4 Journal No. 83081.

Coordinated with:
G-2 (Lt Col Randall)

G-4 File Copy

SECRETALJ *[Signature]* 26 6052HLC *[Signature]* 26 6046

G-4 FILE COPY

D R A F T
SECRET

CHECKNOTE

Capt Jones 26 6052

From: G-4

To: CTS

Date:

3

1. The proposed ^{allocation} ~~assignment~~ of a railroad car to the General Headquarters Car Pool for the use of the Counter Intelligence Division, G-2, General Headquarters, FEC, is concurred in by G-4.

~~2. Request proposed letter to CG, Eighth Army, be revised as follows.~~

~~a. Paragraph 2 to read:~~

~~"2. It is requested that the railroad car Waikata, No. 1815, be assigned to the General Headquarters Car Pool at the earliest possible date for subsequent full-time assignment to the Counter Intelligence Division, G-2, General Headquarters, Far East Command."~~

2. ~~a.~~ All references to the Counter Intelligence Division should be changed to read: "Counter Intelligence Division, G-2, General Headquarters, Far East Command."

~~3. [It is felt that if] ^{Since} this car is to be used by General Headquarters personnel, it should be ~~actually~~ assigned to the GHQ car pool.~~

1 Incl
n/c

----- H.E.E. -----

19 May 1949

MEMO FOR RECORD:

1. Basic was C/N from G-2 to G-4 thru CTS, dtd 9 May 49, informing of the urgent need for full time coverage of certain areas of Japan by the Counter Intelligence Div, G-2, and requesting that a railroad car so equipped as to provide living quarters for the required personnel be made available

SECRET

SECRET

on permanent assignment to G-2. Requested car is to be used in the remote regions of Hokkaido (Nemuro, Abashiri, and Shibetsu) where suitable living facilities are not available, and could not be provided without great expense. A check with G-4, 8th Army (Capt Amende) and G-3, GHQ (Maj Von Rohr), verified the fact that ^{occupation force} no living accommodations are available and that no occupation force units are stationed in this area. C/N stated further that conference with CTS had disclosed that the cost of converting a car to meet requirements would be approximately \$5,300.00, which obligation G-2 would be willing to assume as sufficient funds were presently available to G-2 to cover same. G-2 agreed to assume all responsibility for the supply of foodstuffs and provision of operating personnel for the car.

2. By C/N 2, dtd 16 May 49, CTS interposed no objection to approval of request provided a car presently in possession of 8th Army is utilized and inclosed a proposed letter to 8th Army directing that the car, Waikata, No. 1815, be made available to Counter Intelligence Div, FEC, at the earliest possible date.

3. The request contained in basic C/N appears justified. Since G-2, cognizant of the tactical situation on the east coast of Hokkaido, considers that the exigencies of the situation demand constant coverage by trained intelligence personnel, and since the provision of permanent living quarters in the areas concerned could only be made at great expense, it is felt that in lieu thereof a suitably equipped railway car should be made available. Such a car, the Waikata, No. 1815, requiring no conversion, is presently available to 8th Army. This car is part of the rail equipment previously used by BCOF. Eighth Army was not directed to release this car to

SECRET

SECRET

the Japanese Government by SCAP ltr, subject, "Revised Tentative Allowance of Railway Rolling Stock to Serve British Commonwealth Occupation Force Zone," dtd 18 Feb 49 since at that time it was contemplated that this car might, at some future date, be needed by GHQ. CTS feels that Eighth Army does not need this car.

4. Proposed CTS letter to 8th Army directing that the Waikata be made available to the Counter Intelligence Division FEC is in order except that ~~it~~ *references to the "Counter Intelligence Division" should be changed to read "Counter Intelligence Division, G-2, GHQ, FEC"* ~~should direct assignment to the GHQ car pool for subsequent assignment to the Counter Int Div, FEC.~~ *instructs*

5. Inst C/N to CTS concurs in the proposed assignment but ~~requests~~ *instructs* that proposed letter to 8th Army be revised to conform to the above.

6. Within established policy.

7. Completes action on G-4 Journal No. 83081.

*Coordinated with:
G-2 (Lt Col Randall)*

ALJ *[Signature]*
HLC *[Signature]*

G-4 DRAFT		<i>[Signature]</i>	<i>21 May 49</i>
FOR FORMAL CONCURRENCE AND	<i>for</i>	<i>[Signature]</i>	<input checked="" type="checkbox"/>
	<i>for</i>	<i>[Signature]</i>	<input type="checkbox"/>
	<i>for</i>	<i>[Signature]</i>	<input type="checkbox"/>

SECRET

531

G-4 ROUTING	
A C/S G-4	_____
D AC/S G-4	_____
EXECUTIVE	_____
PLANS & POLICY	_____
OPERATIONS	_____
CONST & FAC	_____
TRANSPORTATION	<i>ZW</i>
SUPPLY	_____
PETROLEUM	_____
BUDGET	_____
PERSONNEL	_____
ADMINISTRATION	<i>AT</i>

Request for Rail Transportation

CTS

Col Nelson 26-6802
18 April 1949

(8) In accordance with attached copies of 5th, 6th and 7th indorsements, the inclosed correspondence is returned for re-consideration for your recommendation as to approval or dis-approval.

4 Incls

n/c ----- D. T. N. -----

From: CTS

Thru: G-4
To: GPA

Mr Woods 26-8565
Date: 23 April 1949

9 In view of the fact that during the year 1949 only 1241 freight cars with 18,000 tons were moved over these tracks for Occupation Force use at a cost of approximately \$2,715,000, it is now recommended that no further utilization of these facilities be made by the Occupation Forces for any purpose whatsoever.

4 Incls
n/c

----- H. T. M. -----

From: G-4

To: Hq Comdt

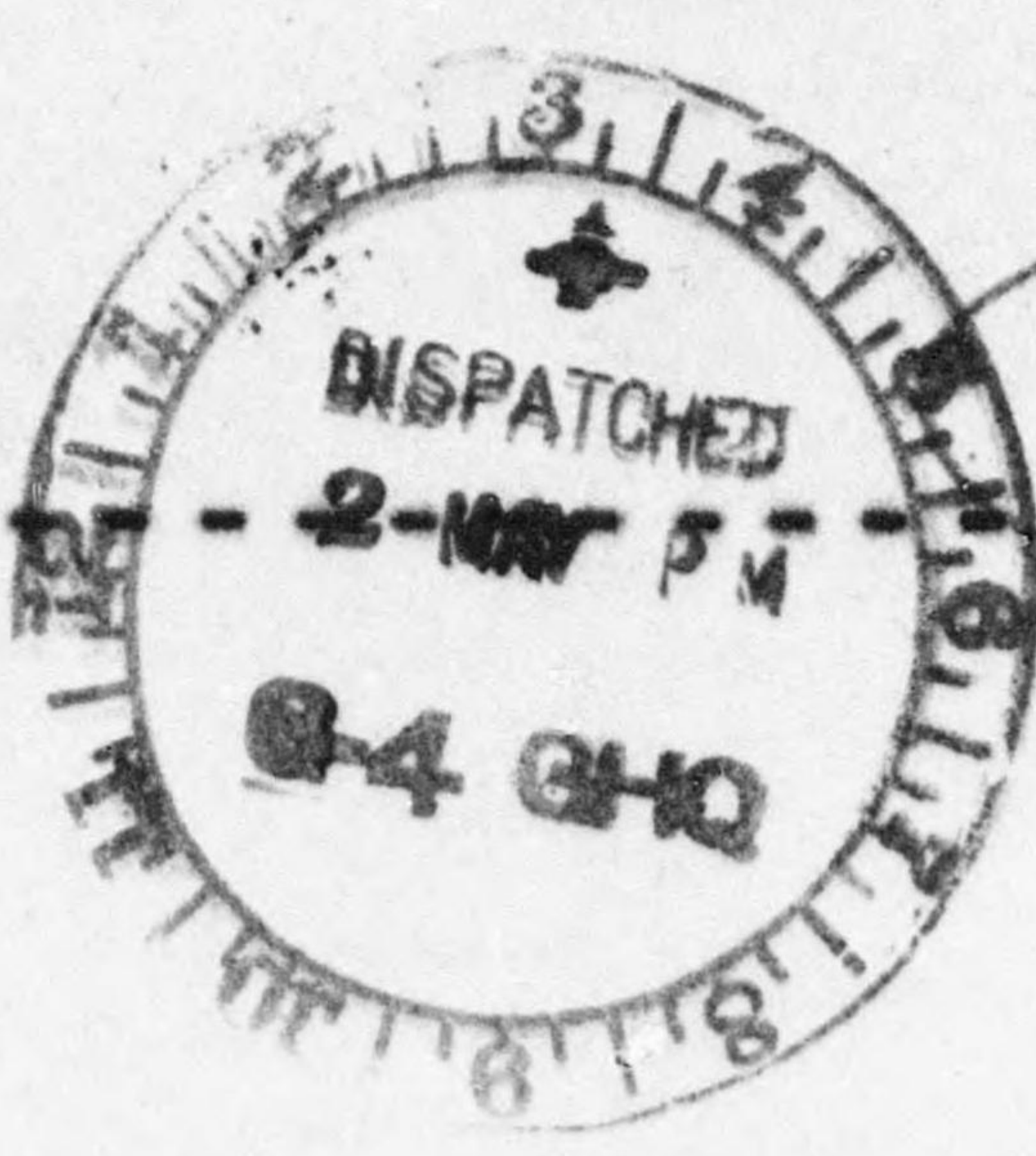
GD TR JAS/HEC/ALJ/mic
Capt Jones 26 6052
Date: 2 MAY

10 1. Reference the recommendation contained in Checknote 9 that no further utilization be made of subject trackage by occupation forces, your comments and/or recommendations are requested.

2. Information is requested, based on the best information available, as to which of the rail facilities, including real estate, shown on Inclosures 2 and 3, are or have been secured or rented on a procurement demand.

4 Incls
n/c
Copy to:
CTS
GPA

----- H.E.E. -----



Forsythe

TRANS
81658

G-4 File Copy

GD TR JAS/HLC/ALJ/mlo
30 April 1949

MEMO FOR RECORD:

1. For background see G-4 Journals 69268 and 73865.
2. 4th Ind to 8th Army, dtd 25 Jan 49, directed that the Japanese Govt be authorized to use subject railway trackage and facilities; further, that the Japanese Govt retain these facilities intact for possible occasional use by occupation forces. Subsequent Ind by 8th Army, dtd 28 Feb 49, summarized certain technical difficulties relative to the release of the trackage and recommended that such release be predicated upon its continued maintenance as a usable railroad facility, with no interference to delivery of Allied freight to the various spurs.
3. By C/N 8, dtd 18 Apr 49, GPA forwarded correspondence to CTS for reconsideration of CTS recommendation as to approval or disapproval. By C/N 9, dtd 23 Apr 49, CTS indicated that during 1948 occupation forces had used the trackage for hauling only 18,000 tons of coal at a cost of ¥2,715,000 and recommended that no further utilization of the facilities by occupation forces be made.
4. In view of the fact that a change in the method of hauling coal to Grant Heights will directly affect the Hq Comdt it is felt that correspondence should be rerouted to him to secure his comments and/or recommendations with reference to the recommendation by CTS in C/N 9.
5. Before final disposition of these rail facilities can be determined, information is necessary as to how much, if any, of these facilities are now on P.D. Informal inquiries of the Engr O, CTS, GPA and Hq Comdt fail to reveal the present status of these facilities.
6. Instant C/N is self explanatory and requests comments and/or recommendations of Hq Comdt and requests necessary information.
7. Within established policy.
8. Completes action on G-4 Journal No. 81658.

ALJ off 26 6052

HLC off 26 6052

JAS _____ 26 6046

RESTRICTED

GENERAL HEADQUARTERS
FAR EAST COMMAND

CHECK SHEET

Lt Col Cornutt 26-6052

5315/AR
~~X537~~ 25 APR 49

(Do not remove from attached sheets)

File No:

Subject: System for Charging for Unofficial Use of Rail
Transportation and Bus Transportation

Note
No.

From: G-4

To: CTS

Date: 18 APR 1949

1.

Information is requested as to when the study requested in G-4 check-note to CTS, subject as above, dated 24 January 1949, may be expected.

81346

for H.E.E.

From: CTS

To: G-4

Mr. Woods 26-8565
Date: 25 April 1949

2.

1. Studies requested were given to the Transportation Officer, 8th Army, in draft form, March 17, to check operational features.

2. Thorough staffing at 8th Army level is now being accomplished, and it is expected that the studies will reach GHQ through command channels on or before 28 April 1949.

H. T. M.

RESTRICTED

6359-A

GENERAL HEADQUARTERS, FAR EAST COMBAND
G-4 STAFF SECTION
INFORMATION ROUTING SLIP

File No. _____ Date 25 Apr 1949

SUBJECT: System for charging for unoffical use of Rail transportation and bus transportation

Routing Date, Time & Order Initials

RESTRICTED

- Col. Eastwood _____
- Col. Scott _____
- Col. Forsyth _____ *Fryk*
- Executive *(2) [Signature]* _____
- Plans & Policy _____
- Operations _____
- Constr & R/E _____
- Transportation(1) Info *26 Apr 3 [Signature]* _____
- Supply _____
- Petroleum _____
- Bud & Ind Control _____
- Personnel _____
- Administration *(4)* _____ *[Signature]*

0 Incls CHECKED IN: js
OUT: _____

ORIGINATOR: admin

- Approval _____
- Concurrence _____
- Information XXXX
- Note & Return _____
- Signature _____
- Dispatch _____
- File *(4)* _____

81722

JOURNAL NO: _____

REMARKS: *Follow-up will be made by [Signature]*
RESTRICTED

SECRET

Ltr Hq 613th AC&W Sq, Misawa Air Force Base, APO 919, subj: Request for Special Allied Coaches for Use by Members of the 613th AC&W Squadron, 11 Aug 48.

6-4
File copy
6-4
File copy

G-4 ROUTING

A C/S G-4	
D AC/S G-4	
EXECUTIVE	
PLANS & POLICY	
OPERATIONS	
CONST & FAC	
TRANSPORTATION	
SUPPLY	
PETROLEUM	
BUDGET	
PERSONNEL	
ADMINISTRATION	

JM



gd
GD TR JAS/HLC/mlo

AG 531 (11 Aug 48) GD
7th Ind
GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS, APO 500
12 March 1949
THRU: Commanding General, Eighth Army, APO 545
TO: Commanding Officer, 613th Aircraft Control and Warning Squadron,
Misawa Air Force Base, APO 919



1. Investigation reveals that adequate service is now being furnished. No further action required.
2. Commanding General, Far East Air Forces, concurs.
BY COMMAND OF GENERAL MacARTHUR:

MAILED 0950 MAR 15 1949 AG. GHO

SECRET

J W WILLIAMS
MAJOR, AFD 75372
ASST AOS GEN

1 Incl
n/s
Copy to: *64*
CTS *64* file copy

6-4
File copy

OD

SECRET

GD TR JAS/HLC/mlo
9 Mar 1949

MEMO FOR RECORD:

SUBJECT: Request for Special Allied Coaches for Use by Members of the
613th AC&W Squadron

1. Basic was ltr from the 613th Aircraft Control and Warning Squadron Misawa Air Base, APO 919, classified SECRET because of military installations cited, which requested establishment of rail transportation facilities as follows:
 - a. For service between Misawa Air Base and Funagawa, Akita Prefecture, a combination 2d- and 3d-class Japanese coach renovated to provide baggage space and space for a double-deck GI cot.
 - b. For service between Chitose Airdrome and Wakkanai substitution of a car with bunks.
 - c. For service between Hakodate and Kaminokuni provision of half of a 2d-class car renovated to allow space for equipment and baggage; present service between Chitose and Kaminokuni to be discontinued.
 - d. For service between Chitose and Nemuro substitution of the car presently utilized for service between Chitose and Wakkani.
 - e. For service between Rumoi and Fukagawa provision of a 2d-class half of Japanese coach renovated to provide baggage space.
2. By 1st Ind, dtd 28 Aug 48, Hq. 3d MRS recommended approval and stated that requested service would require the use of the 2d-class portion of 3 combination 2d- and 3d-class Japanese coaches, only one of which was presently available, thus requiring the procurement of two additional; indicated estimated cost of acquisition and conversion of cars was ¥ 85,178.00. By 2d Ind, dated 8 Sept 48, 8th Army recommended approval and stated that funds to cover conversion costs were available in the Japanese budget. By 3d Ind, dtd 18 Sept 48, SCAP (CTS) disapproved procurement of an additional two cars from the Japanese but stated that PDs for necessary conversion of three cars would be considered. SCAP's action was based on incomplete utilization of available cars by 3d MRS as indicated by CTS records. 4th Ind from 8th Army, dtd 18 Nov 48; explained the idle time of some cars in the yards by the rapidly deteriorating condition of the equipment and stated that all available equipment was being utilized to the maximum. 5th Ind from SCAP reiterated previous statement re incomplete usage of cars but requested that sufficient cars for the project be transferred from the Hiroshima (BCOF) Division. By 6th Ind, dtd 22 Dec 48, 8th Army stated that equipment could not be transferred from the Hiroshima Division until the transfer of railway responsibility from BCOF was effected in this area.
3. The 7th Ind proposed by CTS approved postponement of final decision on the request pending movement of personnel from Korea and China and the transfer of railway responsibility in the BCOF area to 3rd MRS. This

SECRET

indorsement was routed thru G-4 for approval.

4. This correspondence was hand-carried informally to FEAF, A-4 (Major Meehan) for review and recommendation. Investigation by FEAF (Maj Meehan) reveals that the service requested by the 613th AC&W Sq is now being furnished, that 5th Air Force is completely satisfied with the rail service now being furnished, and that FEAF concurs in the return of this correspondence without action.

5. Instant 7th Ind, forwarded thru CG 8th Army for Info, is self explanatory and is being routed thru CTS for information prior to dispatch.

6. Completes action on G-4 Journal 75372.

ALJ 26 6052

HIC *[Signature]* 26 6052

JAS *[Signature]* 26 6046

SECRET

SECRET

AGJO 531 6th Ind
SUBJECT: Request for Allied Special Coaches for Use by Members of
the 613th AC & W Sq

HEADQUARTERS EIGHTH ARMY, APO 343

TO: Supreme Commander for the Allied Powers, APO 500, 22 Dec 1948

1. It is the opinion of this headquarters that sufficient cars cannot be transferred from the Hiroshima Division to cover this project at this time for the following reasons:

a. Railroad equipment assigned to Allied Forces is being utilized to maximum extent in the evacuation of personnel from Korea and China to Japan and movement of certain personnel from Japan.

b. Transfer of railroad equipment from Hiroshima Division cannot be made until the change in the responsibilities of BCOF Headquarters is effected.

2. In view of the foregoing, it is recommended that the instructions contained in paragraph 4, preceding indorsement, be deferred until such a time as cars are available to make the necessary transfers.

FOR THE COMMANDING GENERAL:

1 Incl
n/c

W. H. DICKERSON
CWO, USA
ASST ADJ GEN

SECRET

SECRET

Q-4 Comeback copy HTM: DRC: CR: Jh1
DRC CR

Q-4 Comeback copy

AG 531(11 Aug 48)CTS-R

7th Ind

GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS, APO 500

TO: Commanding General, Eighth Army, APO 343

Recommendation contained in paragraph 2, 6th indorsement, is approved.

BY COMMAND OF GENERAL MacARTHUR:

Not used

1 Incl
n/c

SECRET

J. W. WILLIAMS
Major, A S D
Asst Adj Gen

G-4 ROUTING	
A C/S G-4	_____
D AC/S G-4	_____
EXECUTIVE	_____
PLANS & POLICY	_____
OPERATIONS	_____
CONST & FAC	_____
TRANSPORTATION	_____
SUPPLY	_____
PETROLEUM	CTB _____
BUDGET	_____

531

Mr. Woods 26-8565

Sleeper Service

8 March 1949

G-1
Thru: G-4

1. PERSONNEL ADMINISTRATION
1. Reference is made to C/N #7, 1 December 1948, CTS to G-1, subject: **Sleeper Service**

2. Analysis of present service and that requested by G-1 is as follows:

a. Present sleeper service:

Going		Return
0930 Lv	Tokyo Central	Ar 1855
1940 Ar	Kyoto	Lv 0852
2025 Lv	Kyoto	Ar 0626
0600 Ar	Kanazawa	Lv 2146

b. Sleeper Service requested by G-1 but barred by lack of sleepers.

2000 Lv	Ueno	Ar 0900
0942 Ar	Kanazawa	Lv 1850

c. Daylight service recommended by CTS and approved by G-4, if coaches are available from present reserved equipment, but barred by lack of such availability.

0700 Lv	Ueno	Ar 2219
2136 Ar	Kanazawa	Lv 0614

3. The present sleeper service noted in 2a is for the primary purpose of furnishing transportation for Military Government and tactical units located at Tsuruga, Fukui, Kanazawa and Toyama. Service to the Hakumro Hotel is incidental.

4. Of the 140 spaces at the Hakumro Hotel approximately 91 are now occupied and an additional 28 will be occupied by dependents whose principals are stationed in the Tokyo-Yokohama area. It is understood that this condition will continue into or through May 1949.

5. The sleeper service specified in 2b will require 3 additional sleepers, the coach service specified in 2c will require 3 additional combination coaches. Note of the additional equipment can be provided from that now in the control of the Occupation Forces.

H. T. M.

[Signature]
78750



GD TR JAS/HLC/ALJ/erf
10 March 1949

G4 File

MEMO FOR RECORD:

1. For background see G-4 Jo. Nos. 68625 and 70909.
2. By C/N 5 to G-4, dtd 28 Oct 48, CTS stated that in lieu of the initially requested sleeper service from Tokyo to Kanazawa it would be possible to establish daylight coach service, but that such service would require the procurement from JGR of three (3) combination coaches. By C/N 6 to G-1 thru CTS dtd 7 Nov 48, G-4 concurred in the establishment of proposed daylight service if a study of available occupation force rail facilities revealed that procurement of additional cars from the JGR would not be required.
3. Subsequent CTS C/N 1, dtd 6 Mar 49 makes reference to preceding correspondence and states definitely that neither the initially requested sleeper service nor the proposed daylight coach service can be provided from the cars presently available to 3rd MRS. With reference to par 4 of preceding CTS C/N 1 which states that it is understood that approximately 119 of the 140 spaces available at the Hakuunro Hotel will be occupied until May 1949 by dependents whose principals are stationed in the Tokyo-Yokohama area, a check with G-1 (Capt Lash) reveals that no GHQ or FEAF Hdqrs personnel are included in this number; all such personnel presently being taken care of by billets within the Tokyo area.
4. In view of CTS statement re the availability of cars, it is concluded that neither requested sleeper service ~~or~~ proposed daylight service can be furnished without increased demands upon the JGR which is contrary to present policy.
5. Subject correspondence requires no G-4 action other than an indication that it has been noted. *Recommended initials opposite "G-4" on checknote.*
6. Within established policy.
7. Completes G-4 action on G-4 Jo. No. 78750.

ALJ alf 26-6052

HLC JK 26-6052

JAS JL 26-6046

0 0

53/
~~Handwritten scribble~~

Lt Col Cornutt 26-6052

GD TR-JAS/HLC/jb

Traffic Rates

7 MAR 1949

G-4

CTS
Thru: OGA

4.

1. In view of the comments presented in preceding checknote 3, request that proposed 2d Indorsement be revised to read substantially as follows:

"1..... approved for accounting purposes of the occupation forces only. These rates are made in order to clear up outstanding accounts for that period and are not for the use of the Japanese Government in making payments to the Government Railway Corporation for these services, such payment having been heretofore made."

2. G-4 concurs in proposed 2d Indorsement subject to above amendment.

3. It is requested that CTS, in coordination with BSS, effect the establishment of traffic rates prior to 1 April 1949 which shall govern both payments to the Japanese Government Railway Corporation and occupation force accounting for rail services rendered the occupation forces since 31 December 1947.

1 Incl
n/c

M.V.P.
[Signature]

G-4 ROUTING	
A C/S G-4	_____
D AC/S G-4	_____
EXECUTIVE	_____
PLANS & POLICY	_____
OPERATIONS	_____
CONST & FAC	_____
① TRANSPORTATION	<i>JM</i>
SUPPLY	_____
PETROLEUM	_____
BUDGET	_____
PERSONNEL	_____
② ADMINISTRATION	<i>[Signature]</i>

DISPATCHED
7 MAR 1949
G-4 GHQ

TRANS
7640.2

G4 File

GD TR JAS/HIC/ALJ/mlo

Capt Jones 26 6052

Traffic Rates

G-4 Thru OGA
AG

- 1. Inclosed 2nd indorsement was originally forwarded by CTS direct to AG for signature and dispatch, then handcarried by AG (Maj Bradshaw) to G-4 for concurrence prior to dispatch.
- 2. G-4 concurs in proposed 2nd indorsement to the Commanding General, Eighth Army, approving the rates proposed by the Japanese Government for traffic services rendered the Occupation Forces from 2 September 1945 to 31 December 1947.
- 3. Request signature and dispatch of inclosed correspondence.

not used

1 Incl
n/c

H.E.E.

17 Feb 1949

MEMO FOR RECORD:

- 1. Basic ltr from 3rd TMRS thru CG 8th Army to SCAP, Attn CTS, indorsed proposed schedule of rates for rail services rendered the Occupation Forces since 2 Sept 45. Basic ltr pointed out that procurement receipts had been executed for services only and did not indicate any specific rate for these services, and that no fair yen value for such railway services furnished the Occupation Forces has since been reported to the Japanese Govt. It is the desire of 3rd TMRS and OGA to clear up the outstanding accounts for the period 2 Sept 45 to 31 Dec 47 as soon as possible.
- 2. These rates were reviewed by CTS who endorsed correspondence back to CG 8th Army approving the proposed rates for the period 2 Sept 45 to 31 Dec 47 with a statement that study was being made to determine rates for services performed from Jan 48 to present time. This correspondence was routed direct to AG for dispatch with note in M/R that no concurrence was required.
- 3. AG (Maj Bradshaw) handcarried correspondence to Trans Div, G-4, to determine if the matter was of interest to G-4.
- 4. Upon review of the proposed rates it was noted that the cost for rail service increased approximately 400% to 500% between the period Feb 1947 and July 1947, a period of 6 months. No information was available in the correspondence or in the M/R prepared by CTS to substantiate this tremendous increase. By C/N, dtd 11 Dec 48, G-4 requested this information from CTS.

G-4 File Copy

5. By C/N 2, dtd 20 Dec 48, CTS stated that proposed rates were based on the basis of earning capacity of similar equipment in service for Japanese traffic during the period considered and necessitated by the increases in wages and commodity prices; further, that for the period July 47 to Dec 47 these increases in Japanese passenger and freight rates averaged 250%. A check of the involved rates verified this statement. CTS stated further that ferry rates were based on actual cost of operations and maintenance.

6. By C/N 3, dtd 15 Jan 49, ESS indicated no objection to the use of the recommended rates in establishing a fair yen value to be utilized in clearing up outstanding occupation force procurement records concerning railway service with the added stipulation that the recommended rates be limited in application to an occupation force evaluation of the services received, since it would be impractical to require the Japanese Govt to use these specific rates in computing payments to the Govt Railway Corp.

7. In view of the statements contained in ESS, C/N 3, it is felt that proposed indorsement should be reworded to indicate substantially that circumstance. Accordingly, instant C/N 4 to CTS requests that proposed indorsement be revised to indicate that the proposed rates are approved for Occupation Forces accounting purposes only and are not for the use of the Japanese Government in making payment to JGR, as such payments have been previously made. Further, instant C/N suggests that CTS, in coordination with ESS, establish rates prior to 1 April 1949 which will govern both payments to the JGR and Occupation Force accounting.

8. Completes action on G-4 Jo. No. 76402.

Coordinated with:
Budget Div (Lt Col Dykeman)

ALJ off 26 6052

HLC HC 26 6052

JAS Jas 26 6046

See added M/R

8

8

GD TR-JAS/HLC/jb SM

4 March 1949

ADDED MEMO FOR RECORD:

1. ~~In accordance with~~ ^{indicated} Pencil note from Col Eastwood, that paragraph 1 of proposed 2d Ind should be revised to read as indicated in paragraph 1 of instant checknote to CTS.

2. In addition, Col Eastwood's note instructed Trans Div to "Write checknote to Trans O requesting establishment of rates prior to 1 April which shall govern both payments to Govt Railway Corporation and occupation force accounting." The execution of this requirement has been discussed with CTS (Lt Col Changnon) who concurred in forwarding this request to CTS for action.

HLC SM 26-6052

JAS JAL 26-6046

GENERAL HEADQUARTERS
FAR EAST COMMAND
Deputy Assistant Chief of Staff, G-4

22 Feb 49
(Date)

Trans.

See col E's notes.

Forsyth
A. E. FORSYTH
Colonel, GSC

Deputy Assistant Chief of Staff, G-4

GENERAL HEADQUARTERS
FAR EAST COMMAND
Deputy Assistant Chief of Staff, G-4

20 Feb 49
(Date)

Trans:

Should not word "Rolis" in par 1
propounded and should be "rates"?

21 Feb 49

Yes. Sentence has been corrected.

[Handwritten signature]

[Handwritten signature]

A. E. FORSYTH
Colonel, GSC
Deputy Assistant Chief of Staff, G-4

xx approved for accounting purposes
of the Occupation Forces only xx.

These rates are not for use of
the Japanese Government in
making payments to the Government
Railway Corporation for these
services, such payment having
been heretofore made.

Write C/N to Tpr Off.
requesting establishment of
rates prior to 1 April which
shall govern both payments
to Coast Rwy Corp and Occ
Fce acctg.

G-4 file

GENERAL HEADQUARTERS

FAR EAST COMMAND

CHECK SHEET

File No:

Subject: Traffic Rates

Lt. Col. Cornutt 26-5371

Note
No.
1

FROM: G-4

To: CTS

Date: 11 Dec 1948

1. Request information to substantiate the tremendous increase in proposed traffic rates for the period July-December 1947, as shown in Inclosure 1 to attached correspondence.

2. It is requested that the rates recommended for railway services be coordinated with ESS and forwarded to G-4 for approval.

1 Incl

Ltr. Hq 3rd TMRS, 158-PUR,
21 Sep 48, w/Incl & 1st & 2d Inds.

-----H.E.E.-----

From: CTS

To: G-4

Mr. C. Rey, 26-6294

Date: 20 Dec 1948

Thru ESS

2

1. The proposed rates for railway services to the Occupation Forces from September 1945 through December 1947 are calculated on the basis of earning capacity of similar equipment in service for Japanese traffic during the period stated. The above method was used due to discontinuance of cost accounting by Japanese Government Railways during the war.

2. General increases in Japanese passenger fares and freight rates necessitated by increases in wages and commodity prices were applied in the same proportion to rail services for the Occupation Forces as shown below. The percentage of increase is applied to the combination total of car day rental and kilometer charge using the daily average number of kilometers per car, 295 kilometers.

a. Passenger Fares: From March 1946 to February 1947, 150%
From March 1947 to June 1947, an additional 25%
From July 1947 to Dec 1947, an additional 250%.

b. Freight Rates: From March 1946 to February 1947, 200%
From March 1947 to June 1947, an additional 100%
From July 1947 to December 1947, an additional 250%.

c. Ferry rates for all periods shown on inclosure 1 are based on actual cost of operations and maintenance.

Mr. C. Rey, 26-6294

.Traffic Rates

.CTS

G-4
Thru ESS

20 Dec 1948

Cont.
2

3. The rates proposed for the period January 1948 through June 1948 are calculated on actual cost of operations and maintenance.

1 Incl:
n/c

-----H.T.M.-----

[Signature]
WFM/WEL/EMR/AMM/eb
A.W. McLaughlin-57-8807

3.

FROM: ESS

TO: G-4

Date: 15 Jan 1949

1. ESS has no objection to the use of the rates recommended for the purpose of establishing a fair yen value that can be utilized to clear up outstanding occupation force procurement records concerning railway services.

2. The Government Railway Corporation has already received payment from the "Termination of War" appropriation for railway services furnished to the Occupation Forces for most of the period for which these rates are recommended.

3. It is recommended, therefore, that the recommended rates be limited in application to an Occupation Force evaluation of the services received. It would not be practical to require the Japanese Government to use these specific rates in computing payments to the Government Railway Corporation.

1 Incl.
n/c

-----W.H.M.-----

HEADQUARTERS
3D TRANSPORTATION MILITARY RAILWAY SERVICEAPO 503
21 September 1948

158-PUR

SUBJECT: Traffic Rates

TO: SCAP, GHQ, FEC
APO 500
Attn: C.T.S.THRU: Commanding General
Eighth Army
APO 343

1. Enclosed are rates proposed by the JGR for traffic services rendered for the Occupation Forces since 2 September 1945. This Headquarters has made qualified certifications to the JGR for services only since the beginning through June 1948. These certifications were made in order for the JGR to receive some measure of compensation for services rendered but qualified to the extent that rates used would be subject to correction or revision as may be deemed proper by reviewing authorities.

2. This Headquarters has not as yet reported a fair yen value of railway operations to higher headquarters for the period 2 September 1945 through 31 December 1947. It is the desire of this Headquarters to clear up these outstanding accounts as soon as possible.

3. It is requested that a conference be called with representatives of all concerned sections for the purpose of determining a fair yen value for services rendered by the JGR to the Occupation Forces. (These rates will not be applicable to private railway companies). When the rates have been established, it will then be possible for this Headquarters to submit required reports to Eighth Army and SCAP, GHQ.

FOR THE COMMANDING OFFICER:

1 Incl:
Proposed Traf Rates for
JGR Equip Utilization/s/ Warren E. Reed
WARREN E. REED
1st Lt. TC
Adjutant

BASIC: Ltr 3d TMRS, dtd 21 Sept 48, Subj: Traffic Rates.

AGJO 158

1st Ind

HEADQUARTERS EIGHTH ARMY, APO 343

To: Supreme Commander for the Allied Powers, APO 500

Forwarded as a matter pertaining to your command.

FOR THE COMMANDING GENERAL:

1 Incl.
n/c

/s/ Frank E. Smith
FRANK E. SMITH
CAPT AGD
ASS'T ADJ. GEN

AG 551(21 Sep 48)CTS-R

2nd Ind

GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS, APO 500
27 November 1948

TO: Commanding General, Eighth Army, APO 343

1. The rates proposed by Japanese Government Railway for traffic services rendered for the Occupation Forces from 2 September 1945 to 31 December 1947 are reasonable and are approved in order to clear up outstanding accounts for that period.

2. Further study is being made to determine rates structure for traffic services from 1 January 1948 to the present time.

BY COMMAND OF GENERAL MacARTHUR:

1 Incl.
n/c

J. F. BRADSHAW
Major, AGD
Asst Adj Gen

PROPOSED TRAFFIC RATES FOR JGR EQUIPMENT UTILIZATION

Period	From Sep '45 To Feb '46		From Mar '46 To Dec '46		From Jan '47 To Feb '47		From Mar '47 To Jun '47	
	Car-day	Car-km	Car-day	Car-km	Car-day	Car-km	Car-day	Car-km
A. Rail Passenger								
1. Coaches	475.00	0.77	1075.00	1.80	1075.00	1.80	1343.75	2.25
2. Sleepers	801.00	0.94	1654.00	2.19	1654.00	2.19	2067.50	2.73
3. Electric Type	475.00	0.90	1075.00	2.13	1075.00	2.13	1343.75	2.66
4. Diner Type	32.00	0.60	74.00	1.40	74.00	1.40	92.50	1.75
5. Baggage & Mail	68.00	0.65	90.00	1.50	90.00	1.50	112.50	1.87
B. Ferry Passenger								
1. Passenger Cars Transported								
a. Aomori-Hakodate	690.00		990.00		990.00		1237.50	
b. Uno-Takamatsu	195.00		275.00		275.00		343.75	
c. Hakata-ko-Fusan								
							Operating costs for U.S. Ferries	
2. Ferry Passengers (not in cars)								
a. Aomori-Hakodate	32.50		70.00		70.00		88.00	
b. Uno-Takamatsu	0.70		1.50		4.00		5.00	
c. Miyajimaguchi- Miyajima					0.50		0.50	
d. Shimonoseki-Moji								
e. Niigata-Horie					5.50		7.00	
f. Obatake-Komatsuko								
C. Freight	Car-day	Car-km	Car-day	Car-km	Car-day	Car-km	Car-day	Car-km
1. Tankers	12.55	0.52	30.00	1.50	30.00	1.50	60.00	3.00
2. Reefers	12.55	0.52	30.00	1.50	30.00	1.50	60.00	3.00
3. Other Freight Cars	12.55	0.52	30.00	1.50	30.00	1.50	60.00	3.00

Inclosure #1

PROPOSED TRAFFIC RATES FOR JGR EQUIPMENT UTILIZATION

Mar '46 Dec '46	From Jan '47 To Feb '47	From Mar '47 To Jun '47	From Jul '47 To Dec '47	From Jan '48 To 20 Mar '48	From 21 Mar '48 To 20 Jun '48
Car-Km	Car-day Car-km	Car-day Car-km	Car-day Car-km	Car-day Car-km	Car-day Car-km
1.80	1075.00 1.80	1343.75 2.25	4703.12 7.87	3049.00 21.77	3139.00 25.40
2.19	1654.00 2.19	2067.50 2.73	7236.25 9.55	3049.00 21.77	3139.00 25.40
2.13	1075.00 2.13	1343.75 2.66	4703.12 9.31	3205.00 16.43	3297.00 18.24
1.40	74.00 1.40	92.50 1.75	323.75 6.12	1781.00 21.53	1829.00 24.87
1.50	90.00 1.50	112.50 1.87	393.75 6.54	4477.00 20.44	4614.00 22.84

990.00 990.00 1237.50 4331.25 10,557.00 10,707.00
 275.00 275.00 343.75 1203.12 2,300.00 2,334.00
 Operating costs for U.S. Ferries

70.00 70.00 88.00 308.00 660.25
 1.50 4.00 5.00 18.00 35.18 35.69
 0.50 0.50 1.00 3.68 3.73
 2.00 2.00 11.05 11.21
 5.50 7.00 25.00 60.74 61.60
 2.00 2.00 10.25 10.41

Car-km	Car-day Car-km	Car-day Car-km	Car-day Car-km	Car-day Car-km	Car-day Car-km	Car-day Car-km	Car-day Car-km	Car-day Car-km	Car-day Car-km
1.50	30.00 1.50	60.00 3.00	210.00 10.50	239.00 16.57	245.00 17.72				
1.50	30.00 1.50	60.00 3.00	210.00 10.50	405.00 16.57	418.00 17.72				
1.50	30.00 1.50	60.00 3.00	210.00 10.50	195.00 16.57	201.00 17.72				

G-4 ROUTING	
A C/S G-4	_____
D AC/S G-4	_____
EXECUTIVE	_____
PLANS & POLICY	<u>Handwritten initials</u>
OPERATIONS	_____
CONST & FAC	_____
TRANSPORTATION	_____
SUPPLY	_____
PETROLEUM	_____
BUDGET	CTS _____

531
~~Handwritten scribbles~~

Mr. C. Roy, 26-6294

Use of Army Documents to Avoid Freight Charges

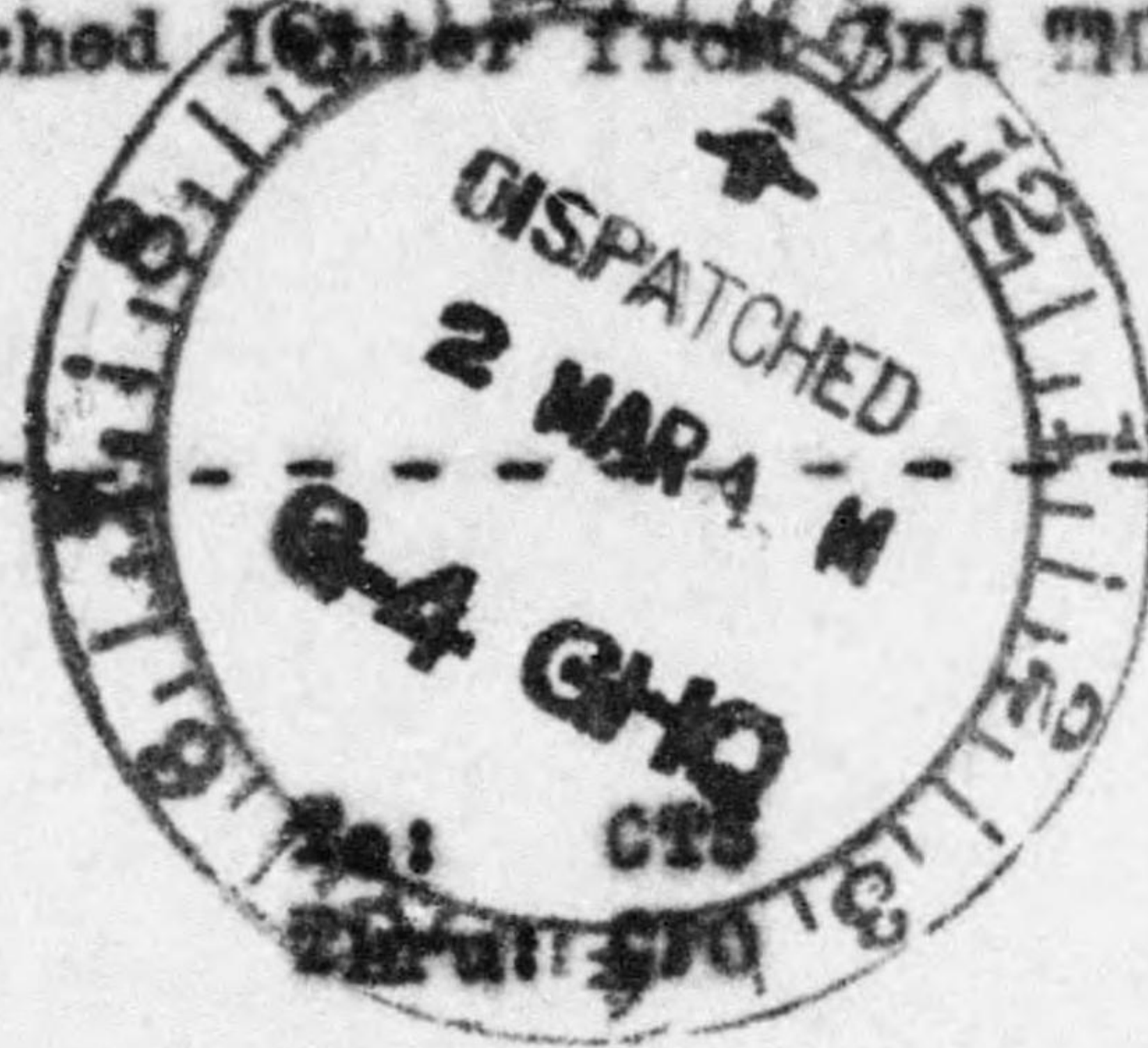
G-4 21 Feb 1949

3 PERSONNEL
ADMINISTRATION

1. The attached correspondence is forwarded for policy decision on transportation of materials for the manufacture of as well as commodities purchased by CPO for Post Exchange outlets. At present this transportation is handled on army freight orders as an expense to the Occupation Forces.

2. If the present policy is deemed consistent with the objectives of the Occupation, CTS concurs in the necessity to control such shipments as set forth in paragraph 7 of attached letter from 3rd MRS. CPO has informally non-concurred.

4 Incls
n/c



H. T. M.

Capt. McKahan, 26-6040

2 MAR 1949

4 From: G-4

1. Transportation costs incurred in the rail shipment within Japan of indigenous procured commodities from vendors to CPO or to authorized CPO customers are properly chargeable against the cost of the occupation. However, transportation costs for shipment of commodities between Japanese vendors should be borne by the vendor and not charged against the occupation when such commodities are not the property of CPO.

2. In connection with a procedure for providing the 3d MRS with proof that shipments for CPO come within the provisions of paragraph 1 above, G-4 does not concur with the proposal referred to in paragraph 2, C/N 3 preceding. G-4 believes that the present system whereby CPO issues an authorization to the vendor to ship by Army freight provides adequate control. However, to improve the present system, it is requested that CPO supply the vendor with the "authorization for shipment" in duplicate, together with instructions to retain one copy of said authorization and to submit the other to the 3d MRS at the time details for the shipment are arranged. An estimate of the weight of each shipment will be included in the authorization for shipment. The 3d MRS should be instructed to refuse such shipments as are not accompanied by a CPO authorization.

4 Incls
n/c

MUP

H. E. E.

PJP
77867
G-4 File Copy

G-4 File Copy

GD P&P JEM/mlw
1 March 1949

MEMORANDUM FOR RECORD (cont'd)

MEMORANDUM FOR RECORD

have informally agreed to a control system utilizing a written authorization for shipment. Instant C/N states policy for present control system.

SUBJECT: Use of Army Documents to Avoid Freight Charges

1. Letter from 3d MRS to CINCFE, file 523.02-FGT, subject as above, dated 10 January 1949, stated that there had been several instances recently where Japanese firms have taken advantage of the CPO privilege of shipping on Army freight orders and had been using this privilege to ship personal items to avoid paying freight charges. A particular case was cited involving the shipment of 360 bales of charcoal from one Japanese to another, for use in the manufacture of cloisonne vases. 3d MRS recommended that when Japanese vendors are authorized to ship at Army expense that a copy of the CPO purchase order be exhibited to the RTO and attached to 3d MRS record copy of the freight order as proof of an authorized shipment.
2. By 1st Ind dated 19 January 1949, correspondence was forwarded by 8th Army to CINCFE. C/N 1, CTS to CPO, same subject, dated 25 January 1949, forwarded the correspondence to CPO for comment. By C/N 2 to CTS, undated, CPO stated that the misuse of transportation cited in the letter from 3d MRS had been discovered by the Tokyo office and that ^{the CPO} inspector in Kyoto had been notified to take necessary steps to have the freight on the charcoal paid for by the Japanese funds and to notify the RTO in Kyoto of such payment. CPO stated that they made purchases only of indigenous merchandise for authorized Exchange outlets.
3. C/N 3, CTS to G-4, dated 21 February, requested policy decision on transportation of materials for the manufacture of commodities as well as those purchased by CPO for Army Exchanges. Present policy provides for the handling of such transportation as Army freight orders at the expense of the occupation. CTS concurred in the system of control presented by the 3d MRS letter.
4. CPO (Mr. Sampson) was contacted by telephone and stated that no orders were shipped by CPO or Japanese firms to CPO without proper authorization. He further stated this authorization was furnished the Japanese vendor in writing. CPO does not concur in the provision of a copy of the purchase order to the RTO to use as an authorization for shipment because of the possibility of such purchase orders getting into the wrong hands and being counterfeited by the Japanese to use as a means of securing critical material. CTS (Mr. Rey) was contacted and agreed that the CPO authorization for shipment would serve the same purpose as a copy of the purchase order, provided a copy of the authorization was submitted to the RTO for their files.
5. When items procured by CPO are shipped directly to CPO or to an authorized customer, the costs of shipment should be charged to the occupation. The same is true of any commodity which is the property of CPO. Transportation costs of items which are not the property of CPO should be borne by the owner as part of his expense in producing the merchandise to be purchased by CPO.

MEMORANDUM FOR RECORD (cont'd)

6. CPC and CTS have informally agreed to a control system utilizing a written authorization for shipment. Instant C/N states policy for payment of freight charges and suggests certain measures to improve present control system.

7. Within policy.

8. Completes action on G-4 Journal No. 77867.

J. E. M. *JEM*
J. H. F. *JHF*
F. L. R. *FLR*



GD TR-JAS/HLC/jb
28 February 1949

aff.
531

Memo for Record:

1. Basic was letter from COMNAVFE, dated 9 Dec 48, requesting the assignment of a private self-supporting railway car to be used for inspection and survey trips by the Commander Naval Forces, Far East. 1st Ind from 8th Army, dtd 20 Dec 48, recommended approval provided subject car remained in 8th Army special car pool.

2. The Naval Forces in Japan are so small and so concentrated (chiefly at Yokosuka) that provision of a special railway car for the exclusive use of COMNAVFE is considered unwarranted. In line with this CTS was advised by checknote #1, dtd 26 Jan 48, to revise its proposed 2d Ind to CG, 8th Army to indicate unfavorable consideration. By routing slip, dtd 1 Feb 48, CTS forwarded revised Ind for G-4 concurrence and dispatch by the AG. However, CTS's Ind was considered too harshly worded and, accordingly, was revised to explain more satisfactorily why the request can not be favorably considered and was routed to CofS for approval.

3. Note written by Gen Almond, CofS, to G-4, on copy of proposed Ind, is as follows:

"To G-4

- "1. Not used
- "2. No reply will be made to this request. I will inform Adm. Berkey, personally, that CinC does not approve of this assignment.

A. C/S"

4. No further action required. Completes action on G-4 Journal 76711. & 78124

G-4 ROUTING	
A C/S G-4	_____
D AC/S G-4	_____
EXECUTIVE	<i>Lt. Col. Barnes</i>
PLANS & POLICY	<i>advised</i>
OPERATIONS	<i>action</i>
TRANS. & LOG.	_____
TRANSPORTATION	<i>JAS</i>
SUPPLY	_____
PETROLEUM	_____
BUDGET	_____
PERSONNEL ADMINISTRATION	<i>JAS</i>

ALJ *aff.* 26-6052

HLC *JAS* 26-6052

JAS *JAS* 26-6046

G4 File

**GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
AND
FAR EAST COMMAND**

ROUTING SLIP

FROM: G-4 DATE: 21 Feb 1949

TO:

- | | |
|-----------------------------------|--------------------------------|
| Commander-in-Chief | Ordnance |
| Aide-de-Camp | PM |
| Chief of Staff (1) <i>P</i> | PIO |
| DCofS FEC | Ryukyus Mil Govt |
| DCofS SCAP | QM |
| SGS | Signal |
| G-1 | Sp Services |
| G-2 | Trans |
| G-3 | TI&E |
| G-4 (2) | Civ Comm |
| JSPOG | CI&E |
| AG | Civ Int |
| Antiaircraft | Civil Property Custodian |
| Central Purchasing O | Civ Trans |
| Chaplain | Diplomatic |
| Chemical | ESS |
| Civ Personnel | Gen Acctg |
| Engineer | Gen Proc |
| Fiscal | Government |
| Hq Comdt | Legal |
| IG | NRS |
| JA | PH&W |
| Medical | Statistics & Report Sec |

- FOR:
- | | |
|---|----------------------------|
| Approval (1) <i>No Reply by JMS</i> | Note and Return |
| Comment or | Distribution Desired |
| Concurrence | Signature |
| Information | Dispatch |
| Initials | Attachment of |
| Issuance of Orders | Reference |
| Necessary Action (2) | File |

25
25
2 25
2 17

H.E.E.
H.E.E.

GD TR-JAS/HLC/ALJ/jb

Ltr COMNAVFE, CNFB/L20/ga(80) Serial 4412, Subj, "Request for Assignment of a Private, Self-Supporting Railway Car, 9 Dec 48

AG 531 (9 Dec 48) GD 2d Ind

GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS, APO 500,

THRU: Commanding General, Eighth Army, APO 343

TO: Commander, United States Naval Forces, Far East, Navy No. 1165

1. Policy governing the procurement of indigenous service or facilities for occupation force use precludes placing any demands upon the Japanese Government for services which can be met from facilities presently available. Directives have been issued for the disposition of the military equipment formerly allocated to the British Commonwealth Occupation Forces.

2. Special cars from the General Headquarters pool will continue to be available to the Commander, United States Naval Forces, Far East for official inspection and survey trips as in the past.

3. In view of the above, and of the concentrated locations of United States Naval Forces within Japan, the request contained in the basic communication can not be favorably considered.

BY COMMAND OF GENERAL MacARTHUR:

Not used

Copy to:
CTS

20 to 4

CHIEF OF STAFF
APPROVED
INITIALS _____

H.S.E.

*1. that used
2. no reply will be made to this request. I will inform Admiral Berkeley personally, that C-ia-C does not approve of this assignment. W.E. has seen Fyfe @ ops*

~~AG FILE~~

COPY

CNFE/L20/ga(80)

COMMANDER NAVAL FORCES, FAR EAST
TOKYO, JAPAN

Serial: 4412

9 Dec 1948

From: Commander Naval Forces, Far East
To : Commanding General, Eighth Army
Subject: Request for Assignment of a Private, Self-Supporting
Railway Car.

1. It is requested that one (1) private self-supporting railway car with cooking and berthing facilities be assigned to the Commander Naval Forces, Far East. This car will be used by Naval Forces in Japan during inspection and survey trips and for such other services as directed by Commander Naval Forces, Far East.

/s/ R. S. BERKEY

AGJ 453.4

1st Ind

Headquarters Eighth Army, APO 343

TO: Commander-in-Chief, Far East, APO 500

1. Attention is invited to basic request.
2. It is suggested that one special rail car be allocated to Commander Naval Forces, Far East when disposition of the British Commonwealth Occupation Forces special equipment has been determined. Subject car to remain in the Eighth Army special car pool and the Commander Naval Forces, Far East to be given first priority for the use of this equipment.
3. Recommend plan outlined above be given favorable consideration.

FOR THE COMMANDING GENERAL:

/s/ FRANK E. SMITH
CAPT. AGO
ASST ADJ GEN

**GENERAL HEADQUARTERS
FAR EAST COMMAND
CHECK SHEET**

(Do not remove from attached sheets)

Captain Jones 26 6052

File No:

Subject: Requested Assignment of Railway Car to COMNAVFE

Note
No.

From: G-4

To: CTS

Date: 26 JAN 1949

1

1. Reference is made to attached proposed 2d Indorsement to Commanding General, Eighth Army. The numbers and disposition of U.S. Naval Forces in Japan do not appear to warrant the assignment of a special railway car for the exclusive use of the Commander, Naval Forces, Far East for official travel on inspection and survey trips.

2. It is the understanding of G-4 that past requirements of the Commander, Naval Forces, Far East for travel by special railway car have been adequately provided from the cars assigned to the General Headquarters Pool. It is felt that this procedure should be continued.

3. Request proposed 2d Indorsement to inclosed correspondence be revised to reflect unfavorable consideration of basic request and forwarded through Commanding General, Eighth Army to COMNAVFE.

1 Incl

COMNAVFE ltr, CNFE/L20/ga(80),

9 Dec 48 with 1st Ind &

Prop 2d Ind

J. M. S.
H.E.E. - 26149

CTS-R GLB:kr
1 February 1949

MEMO FOR RECORD:

1. Letter from COMNAVFE addressed to CG, 8th Army, dated 9 Dec 48 requests one private railway car be assigned to COMNAVFE.
2. 1st Ind, 8th Army, dated 20 Dec, recommends that one car released by BCOF remain in the 8th Army special car pool and COMNAVFE be given first priority for its use.
3. CTS drafted a 2nd Ind to CG, 8th Army, stating that approval was given to retain one car released by BCOF. However, car would be assigned to GHQ rather than 8th Army special car pool, COMNAVFE to have first priority for its use.
4. The draft of 2nd Ind to CG, 8th Army, referred to in Par 3 was returned by G-4 requesting that the 2nd Ind be revised to reflect unfavorable consideration of basic request. In telephone conversation G-4 (Lt Col Smith) advised the Chief, CTS that it was desired there be no increase in special cars assigned to any pool and that all special cars released by BCOF be returned to the JGR. Instant revised Ind to COMNAVFE thru 8th Army denies the request for an assigned car to COMNAVFE based on G-4's C/N to CTS, dated 26 Jan 49 and telephone conversation between Lt Col Smith, G-4 and Col Miller, CTS referred to above.
5. Routed through G-4 for concurrence.
6. Action completed on Trans Journals 6392 and 6080.

AG Records
HFM:GLB:kr

G.L.B. SLB 26-6305

not used

CTS-R Comeback

AG 531(9 Dec 48)CTS-R

2nd Ind

GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS, APO 500

THRU: Commanding General, Eighth Army, APO 343

TO: Commander, Naval Forces, Far East, Navy No. 1165

1. The basic request for the assignment of a self-supporting railway car to the Commander, Naval Forces, Far East, contained in basic communication is denied for the reason that the number and disposition of United States Naval Forces in Japan do not appear to warrant the assignment of a special railway car for the exclusive use of the Commander, Naval Forces, Far East, for official travel on inspection and survey trips.

2. Past requirements of the Commander, Naval Forces, Far East, for travel by special railway car have been adequately provided from pool cars, and it is expected that continuation of the present arrangement will adequately meet all requirements for official travel on the part of the Commander, Naval Forces, Far East.

BY COMMAND OF GENERAL MACARTHUR:

not used

6080
6392

CTS-R GLB:kr
1 February 1949

MEMO FOR RECORD:

1. Letter from COMNAVFE addressed to CG, 8th Army, dated 9 Dec 48 requests one private railway car be assigned to COMNAVFE.
2. 1st Ind, 8th Army, dated 20 Dec, recommends that one car released by BCOF remain in the 8th Army special car pool and COMNAVFE be given first priority for its use.
3. CTS drafted a 2nd Ind to CG, 8th Army, stating that approval was given to retain one car released by BCOF. However, car would be assigned to GHQ rather than 8th Army special car pool, COMNAVFE to have first priority for its use.
4. The draft of 2nd Ind to CG, 8th Army, referred to in Par 3 was returned by G-4 requesting that the 2nd Ind be revised to reflect unfavorable consideration of basic request. In telephone conversation G-4 (Lt Col Smith) advised the Chief, CTS that it was desired there be no increase in special cars assigned to any pool and that all special cars released by BCOF be returned to the JGR. Instant revised Ind to COMNAVFE thru 8th Army denies the request for an assigned car to COMNAVFE based on G-4's C/N to CTS, dated 26 Jan 49 and telephone conversation between Lt Col Smith, G-4 and Col Miller, CTS referred to above.
5. Routed through G-4 for concurrence.
6. Action completed on Trans Journals 6392 and 6080.

G.L.B. _____ 26-6305

Not used

GD TR-JAS/HLC/jb

28 February 1949

Memo for Record:

1. Basic was letter from COMNAVFE, dated 9 Dec 48, requesting the assignment of a private self-supporting railway car to be used for inspection and survey trips by the Commander Naval Forces, Far East. 1st Ind from 8th Army, dtd 20 Dec 48, recommended approval provided subject car remained in 8th Army special car pool.

2. The Naval Forces in Japan are so small and so concentrated (chiefly at Yokosuka) that provision of a special railway car for the exclusive use of COMNAVFE is considered unwarranted. In line with this CTS was advised by checknote #1, dtd 26 Jan 48, to revise its proposed 2d Ind to CG, 8th Army to indicate unfavorable consideration. By routing slip, dtd 1 Feb 48, CTS forwarded revised Ind for G-4 concurrence and dispatch by the AG. However, CTS's Ind was considered too harshly worded and, accordingly, was revised to explain more satisfactorily why the request can not be favorably considered and was routed to CofS for approval.

3. Note written by Gen Almond, CofS, to G-4, on copy of proposed Ind, is as follows:

"To G-4

"1. Not used

"2. No reply will be made to this request. I will inform Adm. Berkey, personally, that CinC does not approve of this assignment.

A. C/S"

4. No further action required. Completes action on G-4 Journal 76711. & 78124

ALJ _____ 26-6052

HLC W 26-6052

JAS JAS 26-6046

*CTS (Lt. Col. Barnes)
has been advised of
this action.
JAS*

A-G-FILE

GD TR-JAS/HLC/ALJ/jb

Ltr COMNAVFE, CNFE/L20/ga(80) Serial 4412, Subj, "Request for
Assignment of a Private, Self-Supporting Railway Car, 9 Dec 48

AG 531 (9 Dec 48) GD

2d Ind

GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS, APO 500,

THRU: Commanding General, Eighth Army, APO 343

TO: Commander, United States Naval Forces, Far East, Navy No. 1165

1. Policy governing the procurement of indigenous service or facilities for occupation force use precludes placing any demands upon the Japanese Government for services which can be met from facilities presently available. Directives have been issued for the disposition of the military equipment formerly allocated to the British Commonwealth Occupation Forces.

2. Special cars from the General Headquarters pool will continue to be available to the Commander, United States Naval Forces, Far East for official inspection and survey trips as in the past.

3. In view of the above, and of the concentrated locations of United States Naval Forces within Japan, the request contained in the basic communication can not be favorably considered.

BY COMMAND OF GENERAL MacARTHUR:

Copy to:
CTS*Not used*

File: CNFE/L20/ga(80)

Serial: (4412)

COMMANDER NAVAL FORCES, FAR EAST

Tokyo, Japan

DEC 9 1948

From: Commander Naval Forces, Far East.
To: Commanding General, Eighth Army.
Subject: Request for Assignment of a Private, Self-Supporting Railway Car.

1. It is requested that one (1) private self-supporting railway car with cooking and berthing facilities be assigned to the Commander Naval Forces, Far East. This car will be used by Naval Forces in Japan during inspection and survey trips and for such other services as directed by Commander Naval Forces, Far East.

R. S. Berkey
R. S. BERKEY

AGJ 453.4 1st Ind
Subject: Request for Assignment of a Private, Self-Supporting
Railway Car

GHQ. E C
20 DEC 1948
21 DEC 1948
AGO RECORDS

Headquarters Eighth Army, APO 343

TO: Commander-in-Chief, Far East, APO 500

1. Attention is invited to basic request.
2. It is suggested that one special rail car be allocated to Commander Naval Forces, Far East when disposition of the British Commonwealth Occupation Forces special equipment has been determined. Subject car to remain in the Eighth Army special car pool and the Commander Naval Forces, Far East to be given first priority for the use of this equipment.
3. Recommend plan outlined above be given favorable consideration.

8

FOR THE COMMANDING GENERAL:

Frank E. Smith

FRANK E. SMITH
CAPT. AGD
ASS'T. ADJ. GEN

AG Records
HM:GLB:kr

AG 531(9 Dec 48)CTS-R

2nd Ind

GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS, APO 500

THRU: Commanding General, Eighth Army, APO 343

TO: Commander, Naval Forces, Far East, Navy No. 1165

1. The basic request for the assignment of a self-supporting railway car to the Commander, Naval Forces, Far East, contained in basic communication is denied for the reason that the number and disposition of United States Naval Forces in Japan do not appear to warrant the assignment of a special railway car for the exclusive use of the Commander, Naval Forces, Far East, for official travel on inspection and survey trips.

2. Past requirements of the Commander, Naval Forces, Far East, for travel by special railway car have been adequately provided from pool cars, and it is expected that continuation of the present arrangement will adequately meet all requirements for official travel on the part of the Commander, Naval Forces, Far East.

BY COMMAND OF GENERAL MACARTHUR:

Not used

531
~~X 006~~
~~X 091 31~~
9 Feb 49

Year End Holiday Impact on Japanese Economy
Mr Hauge 26-6457

OS G-4

- 2 1. As a matter of policy everything reasonable and practicable should be done to curb waste in the Japanese economy. It seems apparent, however, that modification of a custom so long practiced and as deeply impressed as observance of the New Year holidays will require intensive education over a considerable period of time.
- 2. Suggest forwarding to CIA&E as a matter of primary concern to that Section.

----- C. W. GD -- OF-JES/JBR/BFP/bag
 Lt Col Phillips 26-6032
 FEB 1949

Thru: CIA&E
 To: CTS

From: G-4

- 4 1. Paragraph 1 preceding C/W #3 is concurred in.
- 2. G-4 has no objection to publication of subject matter, however, it is considered that no useful purpose would be served by such publication at this time, but rather, more might be gained by publication of the matter ~~just~~ prior to the next New Year holiday season.

Mus
H. E. H.

G-4 ROUTING	
A C/S G-4	_____
D AC/S G-4	_____
EXECUTIVE	_____
PLANS & POLICY	_____
OPERATIONS	_____ <i>BPJ</i>
CONST & FAC	_____
TRANSPORTATION	_____
SUPPLY	_____
PETROLEUM	_____
BUDGET	_____
PERSONNEL	_____
ADMINISTRATION	_____ <i>[Signature]</i>



G-4 FILE

Mr Woods 26-8565

Year End Holiday Impact on Japanese Economy

CTS

ESS

17 Jan 49

GS

G-4

1. Your attention is invited to tabulations of tonnage dispatched and numbers of unloaded cars during the first 10 days of January. Thorough investigation by CTS indicates that railroad workers were on the job 3 January, but due to the delay in loading cars by consignors, that a reasonable level of tonnage dispatched could not be reached until 11 January. The Chief, CTS, considers that the level of the present economy cannot withstand protracted absences from work and further feels that the effect on the Japanese economy brought about by the year end holidays should be widely publicized.

2. January 1949:

<u>Date</u>	<u>Tonnage Dispatched</u>	<u>Unloaded Cars</u>
1	80,068	12,061
2	127,797	12,839
3	162,631	12,412
4	236,615	8,849
5	269,469	7,367
6	283,493	5,211
7	319,892	5,368
8	323,093	5,194
9	284,373	5,247
10	323,322	5,207
11	343,683	4,800
12	354,377	4,693
13	351,891	5,839
14	354,999	4,789

3. Your comments are desired.

Chw
H.T.M.

From: ESS

To: GS

WFM/eb

2 February 1949

Forwarded as a matter pertaining to your Section.

-----W. F. M-----

G-4 FILE

OPERATIONS DIVISION, G-4

MEMORANDUM FOR RECORD:

GD OP-JFS/JBR/BFP/bdg
8 February 1949

SUBJECT: Year End Holiday Impact on Japanese Economy

1. CTS submitted to G-4 thru ESS and GS, C/N #1 dated 17 Jan 49, pointing out that during the Japanese holidays there were considerable absentees from work on the railroads causing a delay in loading cars for shipments, and states that CTS feels that the effect on the Japanese economy brought about by the year end holidays should be widely publicized.

2. ESS made no comment. GS pointed out that modification of a custom so long practiced and as deeply impressed as observance of the New Year holidays would require intensive education over a considerable period of time, and suggested that ~~the~~ communication be forwarded to CI&E as a matter of primary interest to that section.

3. It is considered that publication of subject matter at this time would serve no useful purpose, but rather, that more might be gained if the facts were publicized just prior to the next New Year holiday season.

4. This action forwards correspondence to CTS thru CI&E, concurring in par 1, C/N #3, and advising that G-4 has no objection to the publication of subject matter, but suggests that the matter be publicized just prior to the next New Year holiday season.

5. Action is within established G-4 policy.

6. Action completed on G-4 Journal No. 76966.

Concurrence
G-4 P&P (Lt Col Rude)

B.F.P. BFP 26-6032J.B.R. JBR 26-6032J.F.S. JFS 26-6444

G-4 FILE

531
X334 Belgium

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
APO 500

GD, TR JAB/HLC/ALJ/mlo

AG 531 (7 DEC 48) GD
SUBJECT: Travel Authorization

TO: Commanding General
Eighth Army
APO 343

D AC/S G-4	
EXECUTIVE	
PLANS & POLICY	7 FEB 1949
OPERATIONS	
CONST & FAC	
① TRANSPORTATION	<i>[Signature]</i>
SUPPLY	
PETROLEUM	
BUDGET	
PERSONNEL	
② ADMINISTRATION	<i>[Signature]</i>

General Headquarters

1. Reference is made to letter, The Supreme Commander for the Allied Powers, AG 531 (27 Nov 47) CTS-E, subject: "Authority to travel on Allied Military Cars in Suburban Service and on Government Operated and Procured Buses," dated 27 November 1947.

2. Inclosed is letter from The Chief, Belgian Mission in Japan, dated 7 December 1948, in which request is made for travel authorization on military cars for Reverand J. M. Eylembesch, a Catholic missionary who has been conducting occasional services at the Ikege Ammunition Depot. It is understood here that requested authorization has already been granted by 3rd Military Railway Service. Although it is considered proper to authorize missionaries who are functioning as unofficial chaplains to utilize military transportation to and from the services they are conducting for the occupation forces, such authorizations must be limited to the particular days and destinations involved in the conduct of such services. The indiscriminate issuance of such passes contravene the established missionary policy of this headquarters.

3. Request investigation of all passes issued to missionaries for rail and bus travel, and that information be furnished this headquarters as to:

- a. Individuals to whom passes have been issued and the status of such individuals.
- b. Purpose for which each pass was issued and reason therefor.
- c. Date each authorization will expire.

Reply to the Belgian Mission will be made by this headquarters after receipt of information requested in paragraph 3 above.

BY COMMAND OF GENERAL MacARTHUR:

[Signature]



AG-OS M/R
Ltr dispatched as written, Change in line indicated for info only.
1 Incl Ltr Belgian Mission in Japan, 7 Dec 48

MAILED 1630 FEB 7 49
J W WILLIAMS
Major, A G D
Asst Adj Gen
7 5241

G-4 File Copy

G-4 Command Copy

GD TR JAS/HLC/ALJ/mlo
27 January 1949

MEMO FOR RECORD:

1. See M/R to G-4 Journal No. 73453, 15 December 1948.

2. By C/N 3 to G-1 thru Ch Sec, dtd 28 Dec 48, CIE indicated that no justification existed for the issuance of a travel authorization to Rev. Eylenbosch as a missionary but that such authorization might be proper if his services as a Chaplain at Ikego Ammunition Depot were of such frequency as to warrant same. By C/N 4 dtd 4 Jan 49, Ch Sec stated that while Rev. Eylenbosch was not an auxiliary Chaplain he had been conducting weekly religious services at Ikego Ammunition Depot for the past 18 months. By C/N 5, dtd 8 Jan 49, G-1 evidenced no objection to the issuance of a travel authorization to subject individual when such travel was required for his rendition of religious services to Occupation Forces. G-1 further indicated that such authorization should be valid only on those days when such services were rendered.

3. The suggestion by G-1 that subject travel authority be restricted to the days when used for reaching Ikego Ammunition Depot to render religious services is impractical as no means of preventing its utilization at other times is apparent. Since requested travel authorization appears to be desired chiefly to facilitate Rev. Eylenbosch's travel to Tokyo to accomplish his tutorial activities at the Belgian Mission, which travel G-1 has indicated is in contravention to the missionary policy of GHQ, basic request should be denied.

4. Investigation reveals that the Rev. Eylenbosch makes one trip a week from Yokosuka to Tokyo for the purpose of tutoring the children of the Chief of the Belgian Mission. As indicated by G-1, this has no bearing on the question.

5. Ikego Ammunition Depot (Kushu Station) is located approximately $7\frac{1}{2}$ kilometers (2nd stop towards Yokohama) from Yokosuka. Major Simms, Exec. Officer Ikego Ammunition Depot, states that possibly some form of vehicular transportation might be arranged by the Depot in order to enable Rev. Eylenbosch to continue his religious services to that unit but that since these services were being rendered without pay, in his opinion a travel authorization was justified.

6. Conversation with Mr. Van Orsdale, Asst Pass Agent, 3rd MRS, Yokohama disclosed that travel authorization which authorized travel for Rev. Eylenbosch between his home (near Yokosuka) and Ikego Amm Depot only had been extended to 31 December 1949 in accordance with instructions from Maj. Albert L. Chabot, Director for Operations, 3rd MRS. Such extension is inconsistent with present policy as defined in referenced letter cited in instant letter to CG, 8th Army.

7. Instant letter to 8th Army is self explanatory and requests investigation of all special passes issued for rail travel with report to

to missionaries

and bus to missionaries

this Headquarters relative thereto, upon receipt of which, reply to the Belgian Mission will be effected by GHQ.

8. Completes action on G-4 Journal No. 75241.

9. Being routed thru G-1 for *concurance*

*Trans Div. Suspense
20 Dec 49*

ALJ *[Signature]* 26 6052

HLC *[Signature]* 26 6052

JAS *[Signature]* 26 6046

COPY

TOKYO, 7 December 1948

TO: Commanding General, Headquarters Eighth Army

Attention: Director of Operations,
Hq 3rd Military Railway Service

Through: G - 2, General Liaison, GHQ SCAP

Subject: Authority for Travel in Military Coach.

No. 4474 D. 1177

Ann 1

1. Reference is made to HQ 3D MRS Memorandum to Supt. Tokyo Division, dated 1 May 1948, subject as above.

2. It is requested that the authority granted by the above mentioned memorandum for Rev. J. M. EYLENBOSCH to travel by military coach be extended beyond 31 December 1948.

3. Father Eylenbosch, S.J. is a Roman Catholic priest of Belgian nationality. Among his many functions, he is a lecturer at TAURA Catholic University near Yokosuka, Chaplain to the IKEGO Ammunition Depot and tutor to the children of the Chief of the Belgian Mission in Tokyo.

4. Any assistance which can be given to facilitate Father Eylenbosch's rail travel in the Tokyo-Yokohama area would be highly appreciated.

5. A copy of a letter from the Officer Commanding IKEGO Ammunition Depot is attached hereto.

For the Chief,
Belgian Mission in Japan

by direction,
A. Van Nieuwerburgh, Maj.
Exec. Admin. Officer

G-4 ROUTING	
A C/S G-4	_____
D AC/S G-4	_____
EXECUTIVE	_____
PLANS & POLICY	_____
OPERATIONS	_____
CONST & FAC	_____
TRANSPORTATION	<u>JM</u>
SUPPLY	_____
PETROLEUM	_____
BUDGET	_____
PERSONNEL	_____
ADMINISTRATION	_____
CTS	_____

531
~~1011 Jop~~

Lt Col Barnes 26-6305

Letter of Commendation

G-4

22 Jan 49

1. On recent inspection of railway and port facilities on Shikoku, the Chief, Civil Transportation Section, observed that the manner of performance in rail maintenance, operations and administration were excellent, and desires to forward the attached letter of commendation to the Superintendent, Shikoku Division, Japanese Government Railways, through the Director General, Railway Bureau, Ministry of Transportation.
2. Request return to CTS with comments or concurrence.

1 Incl
Draft Ltr of
Commendation

H. T. M.

GD TR JAS/HLC/mlo

Lt Col Cornutt 26 6052
Date: 27 JAN 1949

From: G-4

To: DCS, SCAP

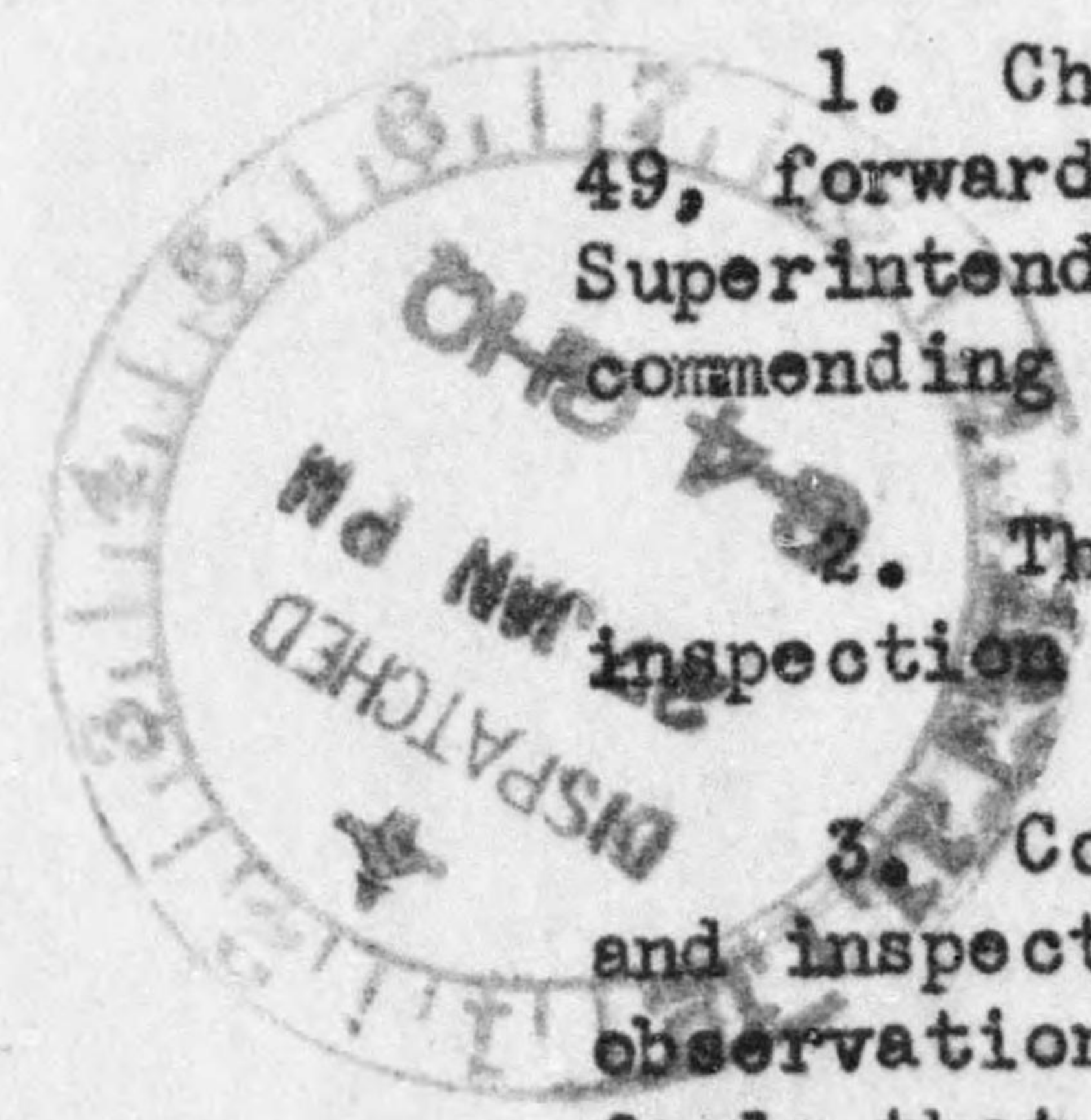
- 2 G-4 has no objection to the proposed letter of commendation.

1 Incl
n/c

H.E.E.

26 January 1949

MEMO FOR RECORD:



1. Checknote from CTS, subject, "Letter of Commendation," dated 22 Jan 49, forwarded for G-4 concurrence draft of letter of commendation to the Superintendent, Shikoku Division, JGR, thru the Ministry of Transportation, commending the JGR division on its operation and administration.
2. The proposed commendation was occasioned by Col Miller's recent inspection of railway and port facilities on Shikoku.
3. Col Miller, Chief of CTS, has, during the past few months, visited and inspected most of the key transportation centers in Japan. Based on his observations of the operations of the Shikoku Division of the JGR, Col Miller feels that division deserves a commendation for its efforts. It is felt that G-4 should not object to the CTS proposal.

G-4 File Copy

4. Since this commendation is entirely a "SCAP matter" it is felt that the proposed commendation should be approved in principle by the Deputy Chief of Staff for SCAP.

5. CTS (Lt Col Barnes) advised his correspondence was being forwarded to DCS SCAP (Gen Fox) on 25 Jan 1949.

6. Without policy.

7. Action completed on G-4 Journal No. 76124.

HLC *[Signature]* 26 6052

JAS *[Signature]* 26 6046

DRAFT

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
CIVIL TRANSPORTATION SECTION
APO 500

SUBJECT: Commendation

TO: Superintendent, Shikoku Division, Japanese Government Railways

THRU: Director General, Railway Bureau, Ministry of Transportation

1. On the occasion of the recent visit throughout your Division, accompanied by members of his staff, by Mr. M. Kanamatsu, Manager, Liaison Bureau, and by the Director General, Railway Bureau, the Chief, Civil Transportation Section, Supreme Commander for the Allied Powers, was pleased with the excellent operations and administration observed.
2. Your maintenance and operating difficulties were handled in a business-like manner.
3. Station masters and their staffs have given noticeable attention to the provision of the best practicable handling of the travelling public.
4. The railway shop at Tadotsu and roundhouse at Matsuyama were outstanding in their orderliness and attention to good shop practice.
5. It is requested that the terms of this commendation be transmitted to those of your staff responsible for these excellent results.

H. T. MILLER
Colonel TC
Chief, Civil Transportation Section
Supreme Commander for the Allied Powers

DRAFT

Subject: Letter of Commendation

From: G-4

To: ~~CS~~ DCS, Scap.

DATE

2.

~~Concurs in proposed commendation.~~

G-4 has no objection to the proposed letter of commendation.

H.E.E.

Memo for Record:

1. Checknote from CTS, subject, "Letter of Commendation," dated 22 Jan 49, forwarded for G-4 concurrence draft of letter of commendation to the Superintendent, Shikoku Division, JGR, thru the Ministry of Transportation, commending the JGR division on its operation and administration.

2. The proposed commendation was occasioned by Col Miller's recent inspection of railway and port facilities on Shikoku.

3. Col Miller, Chief of CTS, has, during the past few months, visited and inspected most of the key transportation centers in Japan. Based on his observations of the operations of the Shikoku Division of the JGR, Col Miller feels that division deserves a commendation for its efforts. ~~In view of his recent visits~~

It is felt that G-4 should ^{not object to} ~~concur with~~ the CTS proposal.

4. Since this commendation is entirely a "SCAP matter" it is ^{felt} ~~suggested~~ that the proposed commendation should be approved in principle by the Deputy Chief of Staff for SCAP. ~~Instant proposed checknote to CTS concurring in CTS proposal~~

~~is being forwarded to Gen Fox for approval prior to dispatch to CTS.~~

5. CTS (by Col Barnes) advised ^{this correspondence was being forwarded} ~~to~~ DCS (by Gen Fox) on 25 Jan 1949.
6. Without policy.

7. Action completed on G-4 Journal No. 76124.

~~If G-4 approves
Trans. Div. will
advise Col Miller
of action JAS~~

G-4 DRAFT		APP'D BY	1/25/49
FOR FORMAL CONCURRENCE AND	for	HIC	to CTS
		JAS	& Dispatch by G-4
			& Dispatch by DIV.

531
21 Jan / 49

G-4 (Col. Fast wood)

I have reviewed this with
Ryder who asked to have
it returned. See my memo
attached any



See G-4
Journal Book
for info relative
to rest of papers
this So. No. Carrol

76021

GENERAL HEADQUARTERS
FAR EAST COMMAND
Assistant Chief of Staff, G-4

~~[Signature]~~

20 Jan
(Date)

Gen Fox

What do you think of
this?

I am not impressed
with CTS plan as to
lack of equipment (3
cars in service).

H25

H. E. EASTWOOD
Colonel, GSC
Assistant Chief of Staff, G-4

XXXXXXXXXXXXXXXXXXXX
SUPREME COMMANDER FOR THE ALLIED POWERS

531

Mr. C. Roy, 26-6294

Attached Request for Rail Transportation

CTS

GPA

14 Dec 1948

- 6 1. CTS recommends approval of release of trackage and facilities as set forth in 2nd Indorsement by Headquarters, 3rd Transportation Military Railway Service.
- 2. Attention is invited to paragraph 6, 2nd Ind.

4 Incls:
n/c

GD TR JAS/HIC/ALL/ALC
12-3AS/HIC/JP

From: G-4

To: GPA

Captain Jones 26 6052
Date: 17 JAN 1949

- 7 1. Reference is made to paragraphs 5 and 6 of the 2nd Ind from Hq, 3rd MRS to CG, Eighth Army, dated 19 November 1948.

2. Inasmuch as subject facilities were constructed by the Japanese Government in compliance with SCAP construction directive but not included in the original P.D. for the rentals at Grant Heights, request preparation and dispatch of 4th Ind. to CG, Eighth Army to authorize the Japanese Government to use the trackage from Merima Station to Grant Heights including the passenger station, leading platform, and all sidings and other rail facilities shown on overlay No. 2 and cautioning that these facilities will be retained intact and maintained as part of the Japanese Railway system.

3. The CG, Hq & Sv Gp (Lt Col Lester) concurs informally; however, indorsement should be routed through that command for formal concurrence.

4 Incls
n/c

H.B.E.

G-4 ROUTING	
A C/S G-4	_____
D AC/S G-4	_____
EXECUTIVE	_____
PLANS & POLICY	_____
OPERATIONS	_____
CONST & FAC	_____
① TRANSPORTATION	JMM
SUPPLY	_____
PETROLEUM	_____
BUDGET	_____
PERSONNEL	_____
② ADMINISTRATION	JCS



TRANS
73865

G-4 FILE

Memo for Record:

1. See Memo for Record to G-4 Journal 69268, 19 Oct 48.

2. By command letter prepared by GPA, dated 25 Oct 48, the CG 8th Army was directed to release the railway trackage between Kami-Itabashi and K.C. (Casey) Grant Heights Station to the Japanese Government at the earliest practicable date and, further, that the procurement demand which includes this facility be reevaluated to provide for the continued hauling of occupation forces freight. By 1st Ind, dated 28 Oct 48, 8th Army forwarded to 3d MRS for necessary action. By 2d Ind to CG, 8th Army, dated 19 Oct 48, 3d MRS stated that the Grant Heights station and passenger platform were not under its jurisdiction and that other rail facilities, indicated in blue on an added overlay #2, (washing stand, gasoline car shed, engine office, trackman's room, etc.) should be released.

3. By 3d Ind 8th Army returned basic request to CINCFE for reconsideration. Subsequently GPA, by checknote #5, dated 10 Dec 48, forwarded action to CTS for recommendations as to approval or disapproval. By checknote #6, dated 14 Dec 48, CTS forwarded to GPA, thru G-4, recommending release of trackage and facilities.

4. Telephone conversation between G-4 (Lt Col Cornutt) and Engrs (Lt Col Turner) disclosed that all rail facilities at Grant Heights are under the jurisdiction of CG, Hq & Sv Gp. Concurrence in the release of this trackage by 3d MRS has been indicated in paragraph 7 of their indorsement. Informal concurrence in the release of rail facilities at Grant Heights has been obtained from Lt Col Lester (Grant Heights Commandant).

5. Instant checknote #7, to GPA, indicates that informal concurrence has already been secured and requests preparation of a 4th Ind to CG, 8th Army directing the release of rail facilities at Grant Heights and the trackage between Nerima station and Grant Heights proper. The routing of subject Ind thru CG, Hq & Sv Gp for formal concurrence is also indicated.

6. Completes action on G-4 Journal 73865.

HLC *[Signature]* 26-6052

Concurrence:
GPA (LT. Lieberman)

JAS *[Signature]* 26-6046

Coordinated with
CTS (Mr. Rey)
Engr O (Lt Col Turner)
G-4 C&RE (Lt Col Lawrence)
Hq Comdt (Lt Col Lester)

*See added M/R
next page*

G-4 FILE

0 8

Subject: Attached Request for
Rail Transportation

GD TR-JAS/ALJ/jb

15 January 1949

Addition to Memo for Record:

1. In recent conversation with CPC (Lt Lieberman) it was learned that subject facilities were constructed by the Japanese Government in compliance with SCAP construction directive but that they were not included in the original PD for rental of G.H. and that no rent had ever been paid for them. Consequently, the accomplishment of a formal release (Form 7) in regard to these rail facilities is not necessary. Proper action will be simply for 8th Army to instruct the Japanese Government that these facilities may henceforth be utilized by the J.G. Actual indorsement to 8th Army will be prepared by GPA (Lt Lieberman) along these lines. GPA (Lt Lieberman) concurs in instant G-4 checknote to GPA. Informal concurrence has previously been secured from the Commandant of Grant Heights. Formal concurrence will be secured by routing this action thru CG, Hq & Sv Gp.

ALJ off 26-6052HLC SR 26-6052JAS gd 26-6046

531

Mr. Woods 26-8565

Request for Private Railroad Car

15 January 1949

Thru: ESS
G-4

G-4 ROUTING	
A. C/S G-4	_____
D. AC/S G-4	_____
EXECUTIVE	_____
PLANS & POLICY	_____
OPERATIONS	_____
CONST & FAC	_____
TRANSPORTATION	<i>[Signature]</i>
SUPPLY	_____
PETROLEUM	_____
BUDGET	CTS
PERSONNEL	_____
ADMINISTRATION	<i>[Signature]</i>

Concurred in by CTS

1. Request in Check Note 1 is not favorably considered for the following reasons:

a. CTS maintains the utilization of only four office type cars for all general and special staff sections in GHQ and COMNAVFE. During the period indicated, one of these four cars will be in the shop. The exclusive utilization of one of the three cars remaining by one member of the Occupation for 16 days is considered detrimental to the objectives for the utilization of these cars.

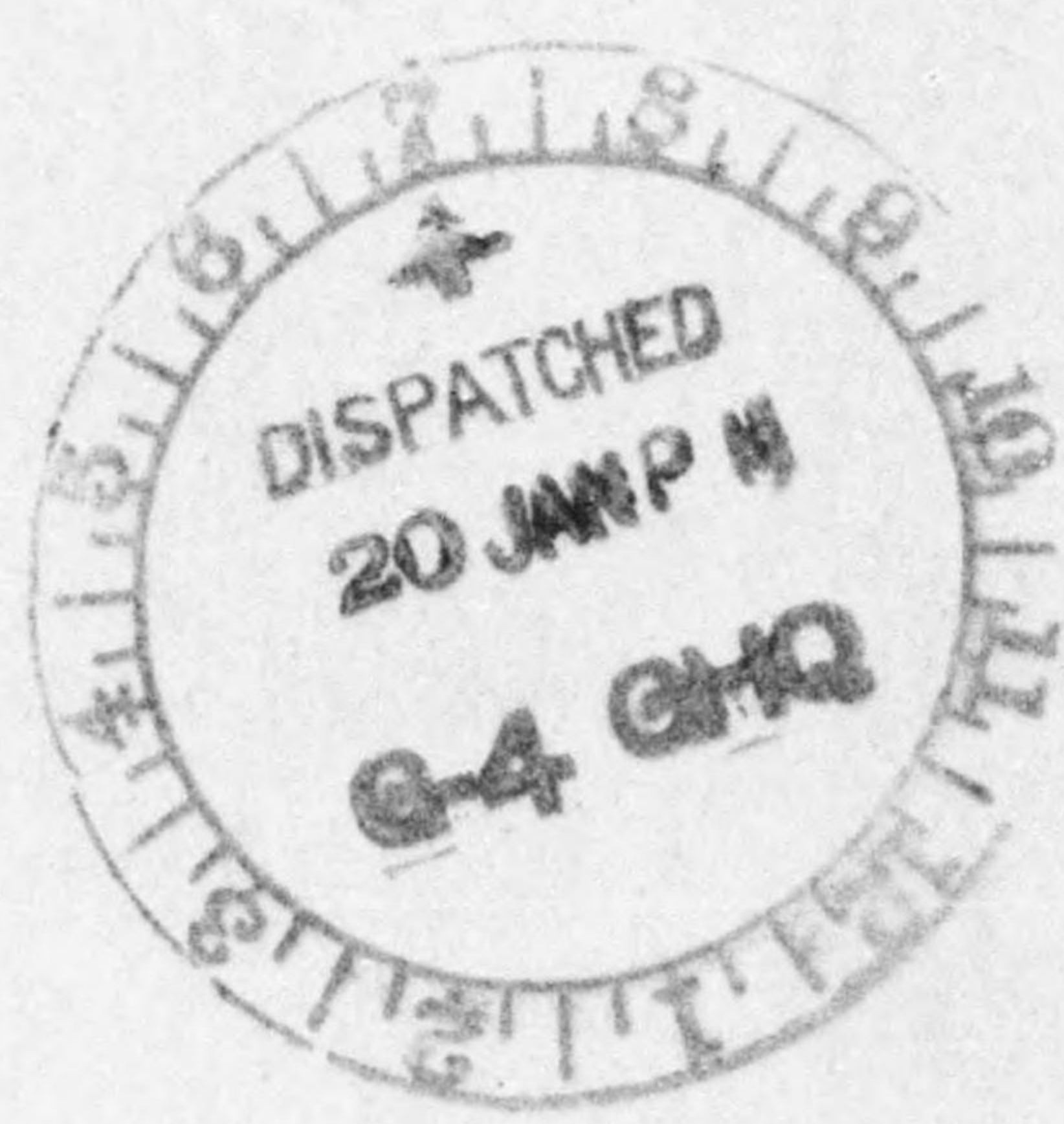
b. The trip planned covers approximately 2400 miles and this utilization would have a fair dollar value of \$1200.

2. CTS cannot assume the responsibility of determining the necessity or the desirability of this staff visit. However, in accordance with present "austerity" program, it is the feeling of CTS that the impact on the Japanese economy for the services requested are so great that CTS cannot concur in the allocation of a railroad car for one man for 16 days.

3. CTS does not consider Japanese Nationals in the allocation of equipment, but offers no objection to their travelling on a space available basis, so long as they are acting in the interests of the Occupation.

1 Incl
n/c

H. T. M.



TRANS
75651
(closed)

Campbell 26-5969

Subject: Purchase of Marine Railway -
Contract W92-321-TC-2

From: G-1

Thru: TS
To: G-4

Date: 31 Dec 48

G4F

521
* 13
* 580

1 Request comment and recommendation with respect to contents of paragraphs 2 and 3 of inclosed 1st Indorsement, 27 Dec 48, file AIX-O 160/TC-2 (29 Nov 48).

1 Incl
Ltr fr Yu Kinteng, dtd
29 Nov 48 with 1 Ind

-----W.A.B.-----

From : Trans O

To: G-1
Thru: G-4

Maj Long 26-7113
6 JAN 1949

2 1. The installation of a marine railway is essential to the Transportation mission at Okinawa. It is therefore recommended that travel of the civilian contractor and DAC from Okinawa to Hongkong be approved, providing travel by the contractor is at no expense to the Government. In this connection, contract W-92-321-TC-2 provides for travel by the contractor at Government expense only from Okinawa to the Philippines.

1 Incl
n/c

-----H.E.E.-----
GD TR JAS/JFK/JMK/erf
Lt Kelly 26-6051
Date: 13 JAN 1949

From: G-4

To: G-1

3 1. Concur in recommendations of Trans O.

2. Military air transportation is not available between Okinawa and Hong Kong.

1 Incl
n/c

-----H.E.E.-----

G-4 ROUTING	
A C/S G-4	_____
D AC/S G-4	_____
EXECUTIVE	_____
PLANS & POLICY	_____
OPERATIONS	_____
CONST & FAC	_____
① TRANSPORTATION	<i>JM</i>
SUPPLY	_____
PETROLEUM	_____
BUDGET	_____
② PERSONNEL ADMINISTRATION	<i>Jas</i>

DISPATCHED
13 JAN P M
G-4 GHR

TRANS
75068

GD TR JAS/JTK/JMK/erf
11 January 1949

MEMO FOR RECORD

1. C/N Trans O to G-4 recommends approval for travel of DAC and civilian contractor from Okinawa to Hong Kong in connection with inspection of marine railway to be purchased for RYCOM. Travel of civilian contractor to be at no expense to the Government.

2. G-4 Operations (Col Sturman) concurs in the travel of DAC and civilian contractor as recommended in C/N 2.

3. Action C/N concurs in Trans O recommendation for travel and advises that military aircraft not available between Okinawa and Hong Kong.

4. By telephone conversation 10 Jan 49, Trans Sect (Maj Long) advised G-4 (Lt Kelly) that cost of travel for contractor between Okinawa and Hong Kong will not increase contract cost to gov't.

5. G-4 action complete on Journal 75068.

JMK	<u>JMK</u>	26-6050
JTK	<u>JTK</u>	26-6051
JAS	<u>JAS</u>	26-6046

G-4 FILE

29 November 1948

The Purchasing & Contracting Officer
Headquarters, RYUKYUS COMMAND
APO 331, Okinawa

COPY

Dear Sir:

This office has been informed by a representative of Muller Drydocks and Ship Repair Company of Hongkong that they have in their possession One (1) Marine Railway ready for installation. From our conversation with their representative, it is the belief of this office that this Railway will meet your requirements in Okinawa. However, before negotiating the Purchase Contract, it is requested that your office send a qualified man to Hongkong to inspect and approve same.

Hoping a favorable action on the above request, I remain

Sincerely yours,

/s/ YU KINTENG

/t/ YU KINTENG

COPY

COPY

AIZ-O 160/TC-2 (29 Nov 48) 1st Ind
SUBJECT: Purchase of Marine Railway

Headquarters, Ryukyus Command, APO 331, 27 December 1948

TO: Commander-in-Chief, Far East Command, APO 500

1. Attention is invited to basic communication which states that Muller Drydocks and Ship Repair Company of Hongkong have in their possession one (1) Marine Railway ready for installation.

2. Both the Philippine and Japanese markets have been explored determined as not available from either sources, hence it would appear in the best interest of the Government that the contractor in company with a Transportation Corps representative from this Headquarters be provided transportation at government expense from Okinawa to Hongkong and return to determine suitability of the railway for selection, delivery, and installation by the contractor in accordance with terms of contract No. W92-321-TC-2 for provision and operation of a Motor Park and a Marine Railway, dated 30 November 1948.

3. Mr. Fred C. Kelley, DAC of this Headquarters had been selected to make the proposed trip to Hongkong with the contractor representative during January 1949. Request approval for issuance of necessary travel orders and that CINCFE secure necessary clearance for entry into Hongkong.

FOR THE COMMANDING GENERAL:

/s/ R. C. McDANIEL

/t/ R.C. McDANIEL
Asst Adj General

copy

Ryukyus Command.

531

Ltr. Hq 1st Squadron, 8th Cavalry, APO 201, Unit 2, subj: Safety Devices on Japanese Government Railway, 26 Nov 48

AG 729.3(26 Nov 48)CTS-R 6th Ind

GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS, APO 500
13 JAN 1949

EXECUTIVE	
PLANS & POLICY	
OPERATIONS	
CONST & ETC	
TRANSPORTATION	
SUPPLY	
PETROLEUM	
BUDGET	
PERSONNEL	
ADMINISTRATION	

TO: Commanding General, Eighth Army, APO 343

1. Request set forth in basic communication has been approved.
2. The Japanese Government Railway will at their expense accomplish the following:
 - a. Widen highway crossing at railway grade from 2.8 meters to 7 meters at 1.57 kilometers from Omiya on the Takasaki Line.
 - b. Widen highway crossing at railway grade from 2.4 meters to 7 meters at 32.190 kilometers from Tokyo on the Tohoku Line.
 - c. Install bell and flasher light warning signals at both crossings.
3. Japanese Government Railway estimate the date of completion to be 28 February 1949.

BY COMMAND OF GENERAL MACARTHUR:

RECEIVED
 WILLIAMS CTS-R DRC:MCG:1h1
 Major, A Q D 4 January 1949
 Asst Adj Gen

MEMO FOR RECORD:

1. Ltr, Hq, 1st Squadron, 8th Cavalry, dtd 26 November 1948, subject, Safety Devices on Japanese Government Railway, refers to request for safety device installation for highway crossing protection 24 hours a day at railway grade in the vicinity of Camp King, Bonsai Mura, and Omiya for U. S. military personnel and dependents.

2. File forwarded to CTS for necessary action. Investigation by CTS revealed the following:

a. Present highway crossing on the Takasaki Main Line, 1.57 km from Omiya, nearest to Camp King, is 2.8 meters in width, crossing four railway tracks protected from 23 September 1948 by watchman from 1800 hours to 2400 hours, and the highway crossing on the Tohoku Line 32.190 km from Tokyo nearest Bonsai Mura dependent housing area is 2.4 meters in width, crossing three railway tracks, unprotected.

74 928

Return to ARE

4-4

b. Data submitted by JGR for 24-hour period traffic check, on 24th and 25th September 1948 on the Takasaki Line crossing indicates a total of 742 highway wheeled vehicles, including 82 Allied Forces vehicles, and 84 train movements.

c. Traffic check on the 22nd and 23rd September 1948 on the Tohoku Line indicates 460 highway wheeled vehicles, including 51 Allied Forces vehicles and 58 train movements.

3. Due to the increase of highway traffic to and from Camp King area, the narrowness of the highway crossings at grade across the railway tracks, and the motorists' obscured vision of approaching trains, JGR proposes to widen the crossings and install bell and flasher light warning signals at their expense.

a. Estimated cost of construction and installation:

Road widening to 7 meters:

Takasaki Line	223,000 yen
Tohoku Line	<u>191,000</u> "
Total	414,000 yen

Warning Signal Installation

Takasaki Line	855,272 yen
Tohoku Line	<u>424,858</u> "
Total	1,280,130 yen

Grand Total

1,694,130 yen

4. Funds for this project are available in the existing JGR budget, earmarked for highway crossing protection installation. The expenditures have been suspended by GTS pending justification for individual crossing projects.

5. The 6th Indorsement to the Headquarters Eighth Army states that the Japanese Government Railways proposes to do the following at their expense:

a. Widen both railway crossings to 7 meters and install bell and flasher light warning signals. The project has been approved and initiated by GTS with construction to be performed by JGR at their expense. Estimated date of completion 28 February 1949.

6. Concurrence: G-4 ENT.

7. Action completed on Trans. Journal 6084.

D. R. C. MP 26-6274

HEADQUARTERS 1st SQUADRON
8TH CAVALRY
APO 201 UNIT 2

26 November 1948

SUBJECT: SAFETY Devices on Japanese Government Railway

THRU : Channels

TO : Commanding Officer, Headquarters 3rd MTRS.

1. It is requested that safety devices be installed on Japanese Government Railway leading to Bonsai Mura and to Omiya from Camp King for the protection of US military personnel and dependents.

2. Dependent Housing for personnel stationed at Camp King is situated at Bonsai Mura and it is necessary for officers, non-commissioned officers, and their dependents to travel daily and nightly over two unprotected dangerous railroad crossings. In addition, the Post School Bus and Pass Bus travel over the above mentioned crossing daily.

3. It has been reported that a number of probably fatal accidents have been averted by a narrow margin.

GEORGE R. GRUNERT
Lt. Col., Cavalry
Commanding

412.3

1st Ind

AJM/rn/les

HEADQUARTERS 8th CAVALRY, APO 201 UNIT 2, 29 November 1948

TO: Commanding General, 2nd Cavalry Brigade, APO 201 UNIT 2

Recommend approval.

FOR THE COMMANDING OFFICER:

A. J. MILLER
Major, 8th Cavalry
Adjutant

BASIC: Ltr. Hq 1st Squadron 8th CAV, APO 201 Unit 2, dtd 26 Nov
1948, subj: "Safety Devices on Japanese Government Railway"

2nd Ind

JIZ/ys

Headquarters, 2d Cavalry Brigade, APO 201 Unit 2, 30 November 1948.

TO: Commanding General, 1st Cavalry Division, APO 201.

Recommend approval.

FOR THE COMMANDING GENERAL:

GERALD J. Pohlman
1st Lt Cavalry
Acting Adjutant

729.3 C-4
(26 Nov 48) 3rd Ind

SUBJECT: Safety Devices on Japanese Government Railway

HEADQUARTERS 1st CAVALRY DIVISION, APO 201, Camp Drake (Tokyo) Japan

To: Commanding General, IX Corps, APO 309

1. Recommend immediate approval.
2. Crossings referred to are definite traffic hazards over the main rail lines entering Omiya (670-1450).
3. It is further requested that rail crossings at these points be broadened to safeguard the possibility of stalled vehicles on tracks since the present crossing is very narrow and a slight misjudgment on the part of the driver would drop vehicle between the rails.

FOR THE COMMANDING GENERAL:

F. L. CHICKERING
WOJG, USA
Asst Adj Gen

AG 729 (TO) (26 November 1948) 4th Ind MKK/rr
SUBJECT: "Safety Devices on Japanese Government Railway"

HEADQUARTERS IX CORPS, APO 309

THRU: Commanding General, Eighth Army, APO 343

TO: Commanding Officer, 3rd Transportation Military Rail Service, APO 503

Approval recommended.

FOR THE COMMANDING GENERAL:

S. P. CARLANO
CAPT. AGD
Asst Adj Gen

AGJO 729.3 5th Ind

HEADQUARTERS EIGHTH ARMY, APO 343

TO: Commander-in-Chief, Far East, APO 500

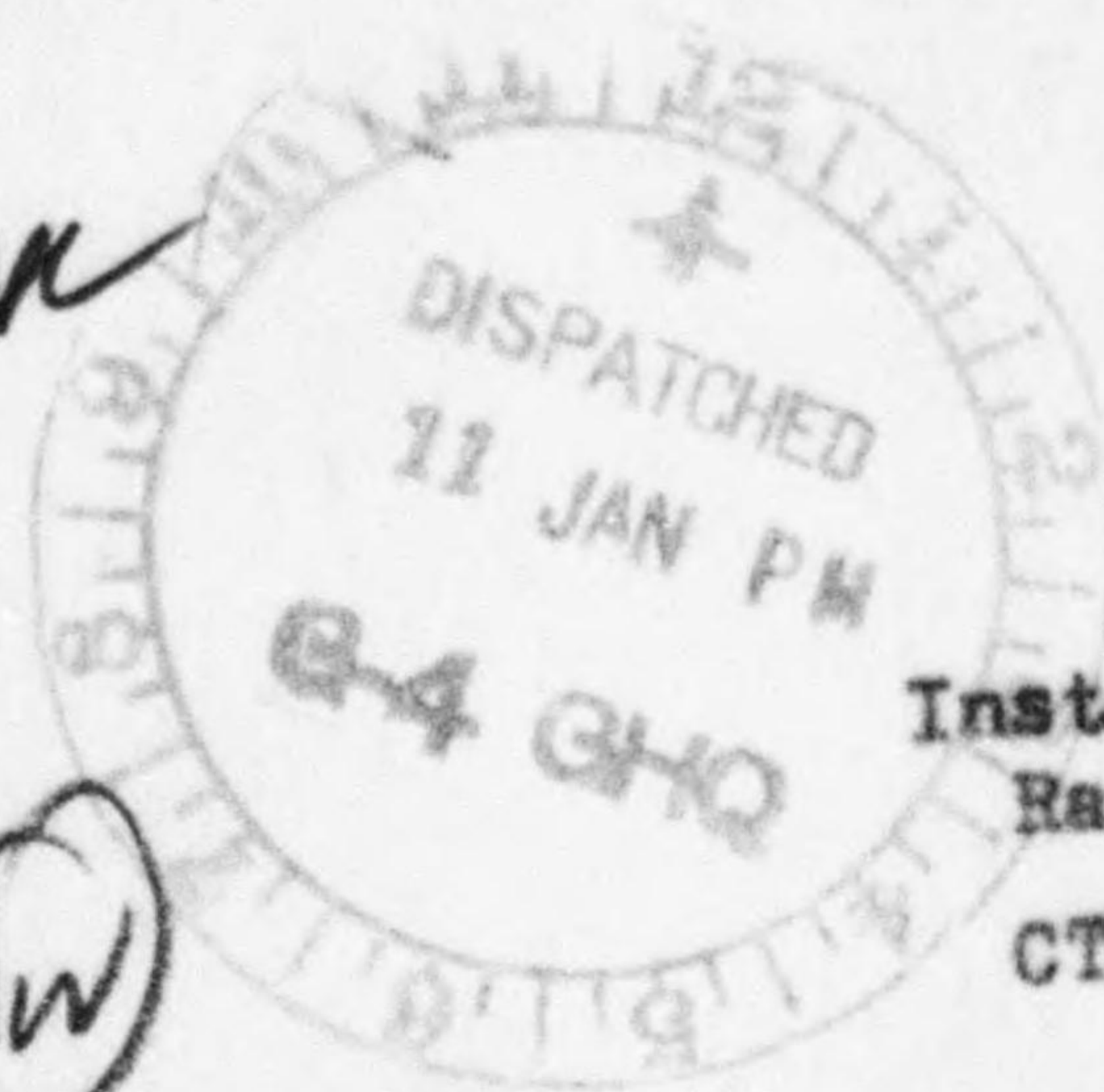
Recommend approval.

FOR THE COMMANDING GENERAL:

W. H. Dickerson
CWO, USA
ASST ADJ GEN

4

A. C/S G-4	
D. AC/S G-4	
EXECUTIVE	
PLANS & POLICY	
OPERATIONS	
CONST & FAC	
TRANSPORTATION	
SUPPLY	
PETROLEUM	
BUDGET	
PERSONNEL	
ADMINISTRATION	



531
GD TR-JAS/HLC/jb
Lt Col Cornutt 26-6052

Installation of Heating Equipment on
Railway Mail Cars

CTS

11 JAN 1949

5. 1. Reference is made to preceding checknote No. 4.

2. Request project be reviewed as to present scheduling, routing and utilization of subject 23 mail cars, and your recommendation as to the minimum number of cars for which conversion is considered necessary and as to availability of funds for this project from savings effected under other projects budgeted for in the transportation portions of the JFY 1948 budget for occupation force requirements.

1 Incl
n/c

H.E.E.

Memo for Record:

1. Reference is made to G-4 Journal 71438. Basic checknote from AG forwarded to G-4 for concurrence a proposed letter to 8th Army directing that heating equipment be installed in 18 mail cars not now so equipped. By checknote #3 CTS pointed out that conversion cost would be 52,900 yen per car or 1,005,100 yen for 19 cars which would need conversion, and stated that CTS would concur with proposed letter only if funds were made available from "other categories" in the JFY 48 budget and if it is found necessary to guard cars from within.

2. In checknote #4 the AG points out necessity for guarding mail cars from within and that no funds are available to the AG Section to cover desired conversion.

3. In view of the comments and justifications presented by the AG in checknote #4, dated 21 Dec 48, it is felt that some heating equipment should be installed in some of the mail cars, particularly those operating in the colder climates. It is also considered entirely probable that funds can be made available from within the transportation portions of the JFY 48 budget.

4. Proposed checknote to CTS is self-explanatory and requests information and recommendations.

5. Action completed on G-4 Journal 74276.

HLC *[Signature]* 26-6052

JAS *[Signature]* 26-6046

Coordinated with:
Budget (Mr. Harrison)
G-4 Sup(Lt Col Huncilman)

[Signature]
74276

G-4 FILE

AG 674

Capt. Alexander 26-5234
Installation of Heating Equipment on Railway
Mail Cars

AG

G-4

21 Dec 48

4

1. Reference paragraph 1, C/N 3, a minimum of 23 mail cars are required to furnish transportation for mail on the north-bound and south-bound runs from Yokohama. The Commanding Officer, 7th Base Post Office, Yokohama, states that at present only 5 of the 23 cars are adequately heated, the remaining 18 cars being heated in the end rooms only.

2. Reference paragraph 3b, C/N 3, it is necessary that mail guards remain inside mail cars during the entire trip. They not only guard the mail against loss and theft, but they also sort mail bags enroute between stations preparatory to dispatching and receiving mail at various stations.

3. Information obtained from the 3rd RMS indicates that there are no cars equipped with heating facilities which are available for conversion to mail transportation cars.

4. Although mail guards have been performing duty in unheated cars in the past, it is considered that they should not be compelled to continue to undergo the extremely low temperatures of unheated cars during winter months. Mail should also be protected from possible damage incident to exposure to extreme temperatures.

5. There are no funds available to AG-Section to defray the expenses involved.

1 Incl:
n/c

----- R. M. L. -----