

-8-

(VI) Re Pedestrian's Crossing of Roads Immediately Ahead of or Behind Vehicles.

Among causes of traffic accidents, the top-ranking ones are the 61 cases of the pedestrians' crossing of roads immediately ahead of or behind vehicles, being responsible for 17.5 % of the entire traffic accidents. Nine persons died during the period, being 34 % of the total number of death caused by traffic accidents.

Reviewing the national statistics of the year 1948, we also find that the same causes are the top-ranking ones, being 1,782 in number of cases.

What are the actual situations of the causes ?

If we classify them, they are as follows.

(a) Why they crossed roads immediately ahead of or behind vehicles.

| Causes | Number of cases | | | |
|---|-----------------|-----------------------|----|----|
| | | 5 | 10 | 15 |
| Playing on roads | 15 | [Bar extending to 15] | | |
| Not becoming aware of vehicles' approach | 13 | [Bar extending to 13] | | |
| Hurriedly going on errands | 8 | [Bar extending to 8] | | |
| En route to and from kindergartens or schools | 7 | [Bar extending to 7] | | |
| Jumping out into trolley-car tracks immediately ahead of or behind trolley-cars | 4 | [Bar extending to 4] | | |
| Hurriedly crossing trolley-car tracks | 4 | [Bar extending to 4] | | |
| Infants' walking apart from their protectors | 3 | [Bar extending to 3] | | |
| Jumping out into roads | 3 | [Bar extending to 3] | | |
| Rambling in liquor | 2 | [Bar extending to 2] | | |
| Crossing roads diagonally | 2 | [Bar extending to 2] | | |

-10-

(b) Number of cases as divided into media.

| Division | Number of cases | | | |
|----------------|-----------------|----|----|----|
| | | 10 | 20 | 30 |
| Motor vehicles | 31 | | | |
| trolley-cars | 30 | | | |

(c) Number of casualty as divided into ages.
(58 % of the total number is that of children)

| Age | Number of casualty | | | |
|---------|--------------------|---|----|----|
| | | 5 | 10 | 15 |
| 3 - 5 | 5 | | | |
| 6 - 8 | 18 | | | |
| 9 - 11 | 10 | | | |
| 12 - 14 | 2 | | | |
| 15 - 17 | 3 | | | |
| 18 - 20 | 2 | | | |
| 21 - 23 | 3 | | | |
| 24 - 26 | 1 | | | |
| 27 - 29 | 1 | | | |
| 30 - 32 | | | | |
| 33 - 35 | 1 | | | |
| 36 - 38 | | | | |
| 39 - 41 | | | | |
| 42 - 44 | 2 | | | |
| 45 - 47 | 1 | | | |
| 48 - 50 | 1 | | | |
| 51 - 53 | | | | |
| 54 - 56 | 2 | | | |
| 57 - 59 | 1 | | | |
| 60 - 62 | 3 | | | |
| 63 - 65 | | | | |

-11-

| | | 5 | 10 | 15 |
|---------|---|--------------------------|----|----|
| 66 - 68 | 1 | <input type="checkbox"/> | | |
| 69 - 71 | 1 | <input type="checkbox"/> | | |
| 72 - 75 | 3 | <input type="checkbox"/> | | |

Number of casualty:

Number of the dead ----- 9

Number of the injured ----- 52

Total - ----- 61

-12-

(d) Number of cases as divided into hours.

| | Hours | Number of Cases | 5 | 10 | 15 |
|------|-------------|-----------------|---|----|----|
| A.M. | 7 ----- 9 | 3 | | | |
| " | 9 ----- 11 | 9 | | | |
| " | 11 ----- 1 | 5 | | | |
| P.M. | 1 ----- 3 | 11 | | | |
| " | 3 ----- 5 | 12 | | | |
| " | 5 ----- 7 | 8 | | | |
| " | 7 ----- 9 | 2 | | | |
| " | 9 ----- 11 | 5 | | | |
| " | 11 ----- 12 | 1 | | | |

(e) Number of cases as divided into places.

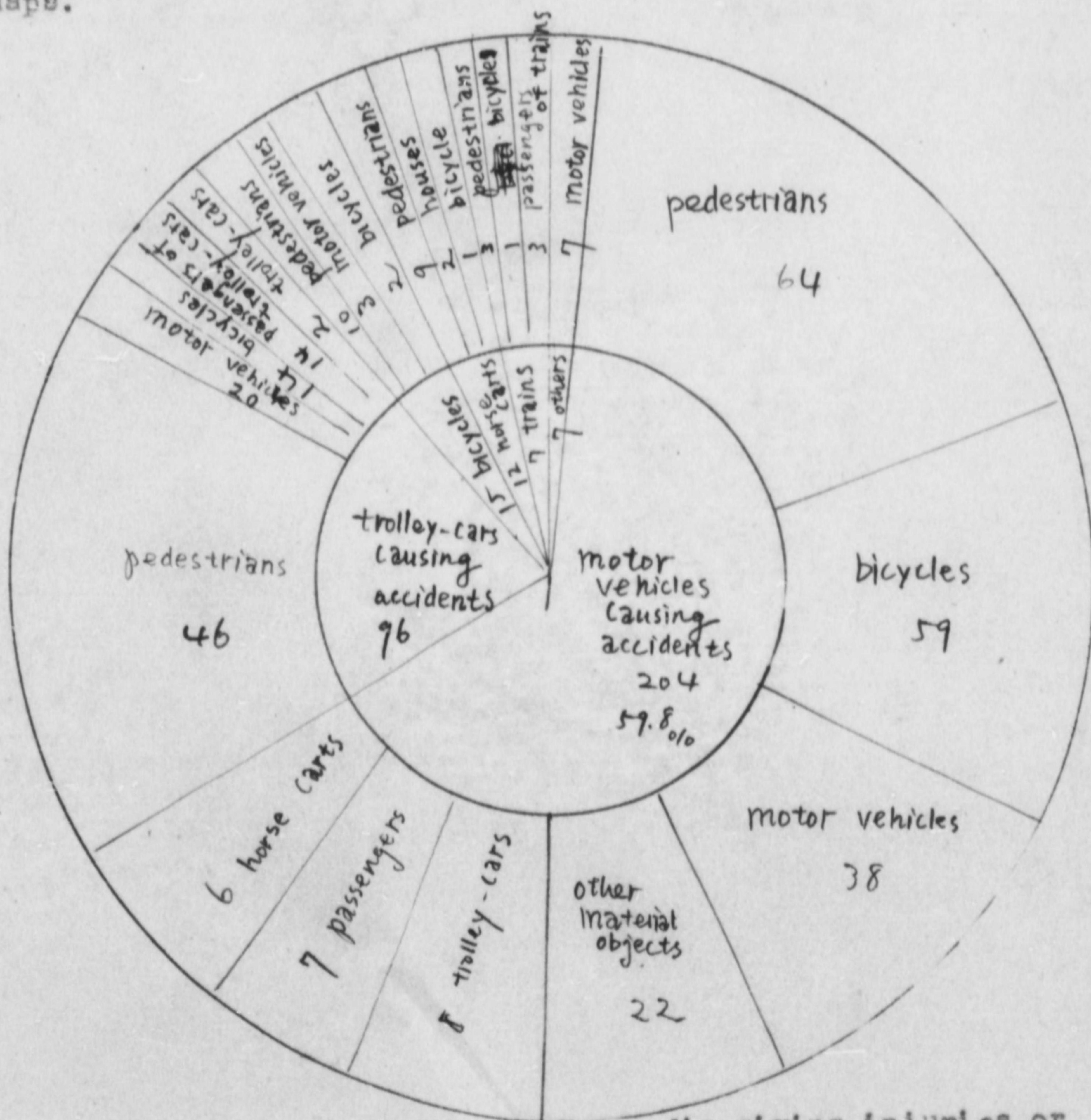
| Places | Number of Cases | 10 | 20 | 30 |
|---|-----------------|----|----|----|
| Roads with trolley-car tracks | 28 | | | |
| Major roads | 13 | | | |
| Intersections without trolley-car tracks | 7 | | | |
| Minor roads | 4 | | | |
| Intersections with trolley-car tracks | 3 | | | |
| Tracks of railroads and trolley-cars (excluding railroad crossings) | 3 | | | |
| Railroad crossings | 2 | | | |
| Other places | 1 | | | |

When we want to cross roads laid with trolley-car tracks, or other major roads, special attention must be given.

(VII) What the Chief Types of Accidents are.

Reviewing the traffic accidents connected with motor-vehicles and trolley-cars, we find that they occupy 90% of the whole accidents, and form a constant source of menace from traffic.

These are by no means unavoidable mishaps, and are all due to carelessness and law-violation on the part of drivers or pedestrians. Therefore, in order to prevent the citizens from these dangers from traffic, it is necessary for the motorists, the trolley-car authorities and their employees to realize the importance of their responsibility and obey the traffic regulations faithfully. At the same time, if everyone of the citizens would entertain a little more concern and pay a little more heed to traffic, and make their own efforts, it should be quite possible to prevent these mishaps.



Note: Inner circle indicates media giving injuries or damages, and outer circle, injured or damaged party.

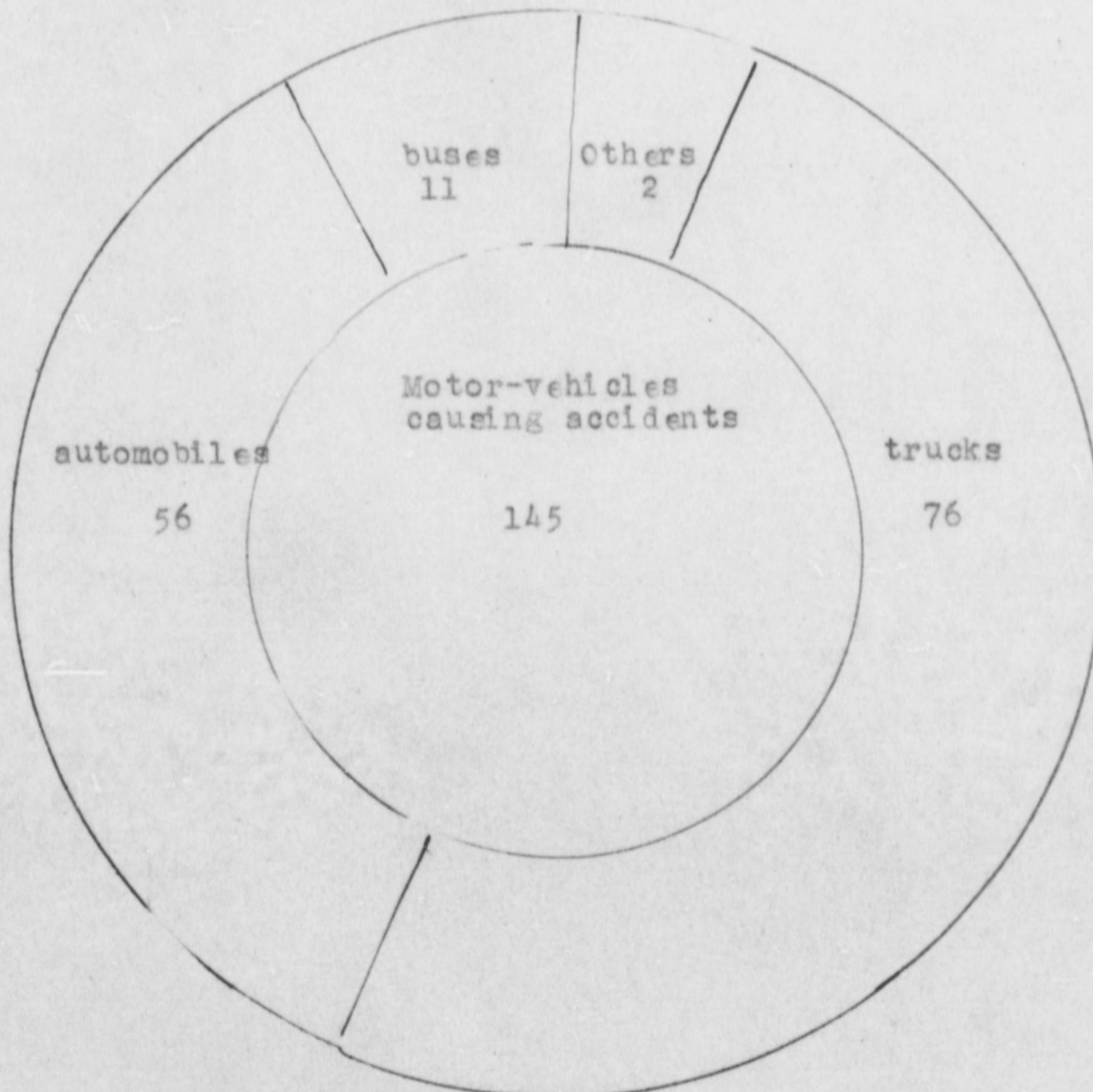
-14-

(VIII) Re Accidents Caused by Motor Vehicles.

When we look into the causes of our traffic accidents, we find that some 42.5% of them are attributable to the carelessness and law-violation on the part of the motorists of motor-vehicles.

Also, the statistics of traffic accidents for the whole country, show that 15,431 out of the 21,341 cases, i.e. 70%, are due to carelessness and law-violation on the part of the motorists. Thus, it will be seen that traffic accidents are closely related with motor-vehicles. Now, we will make a classified study of the accidents involving motor-vehicles which occurred during first six months of the current year.

(a) Motor vehicles causing accidents as divided into their kinds.



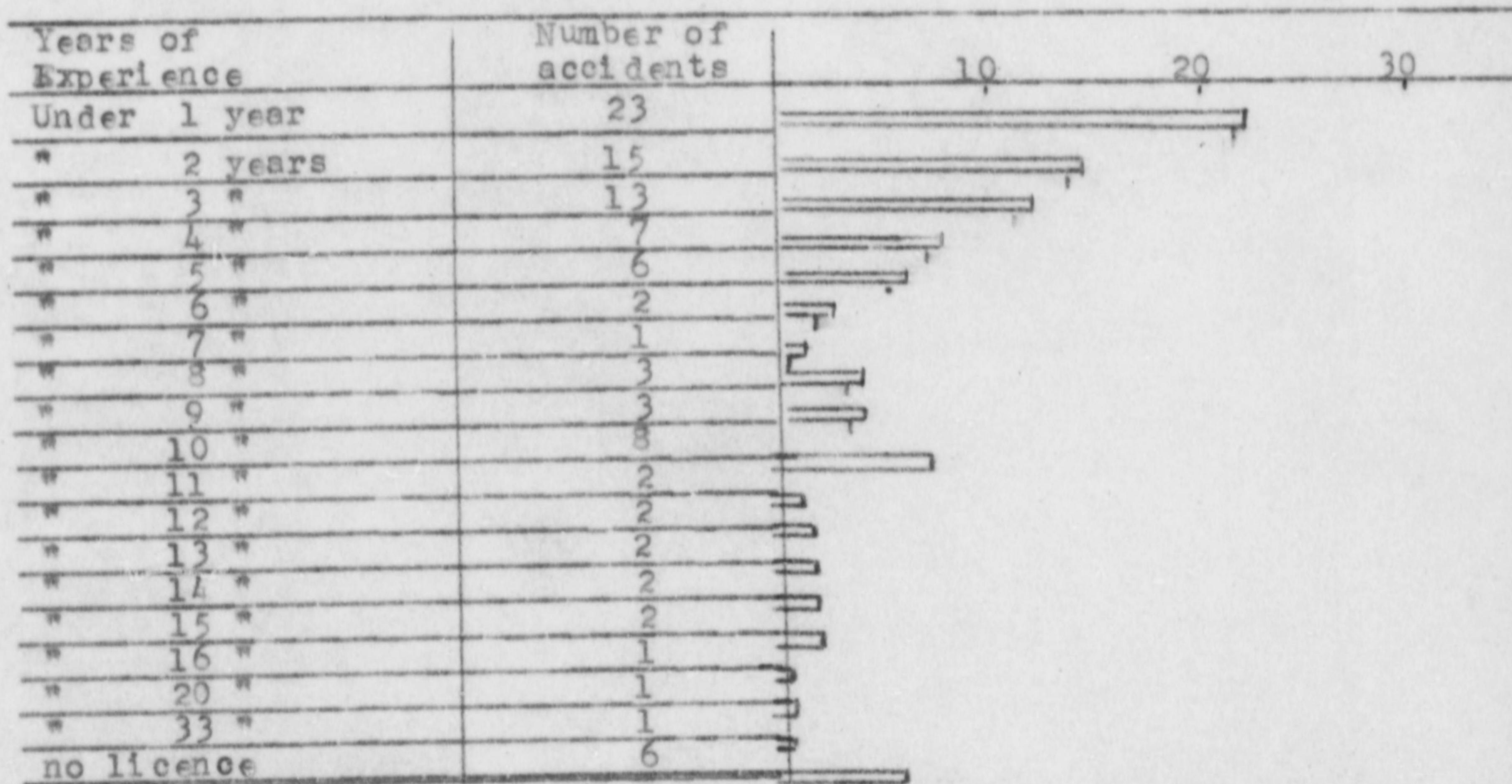
Trucks 52.4%. Automobiles 38.6%. Buses 7.6%. Others 1.4%.

-15-

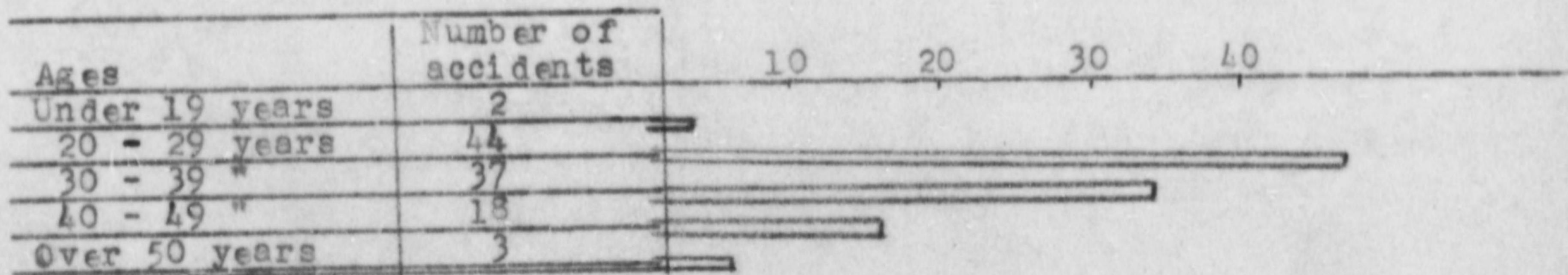
(b) Motorists' years of experience in relation to the liability, to accident.

Judging from the statistics of traffic accidents, we find that motorists who have experience of under 1 year are most liable to cause accidents.

The chief ^{causes are} ~~cause is~~ their lack of experience. For instances, where motorists with 2 or 3 years' experience have ~~been~~ caused accidents, we generally find that they have fallen into inordinate self-confidence and lacked the presence of mind.



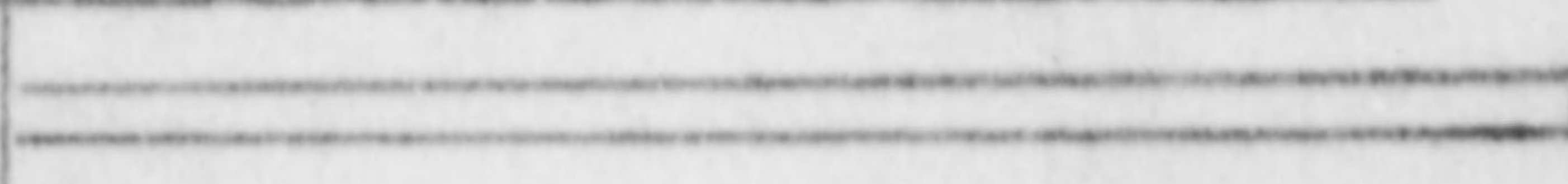
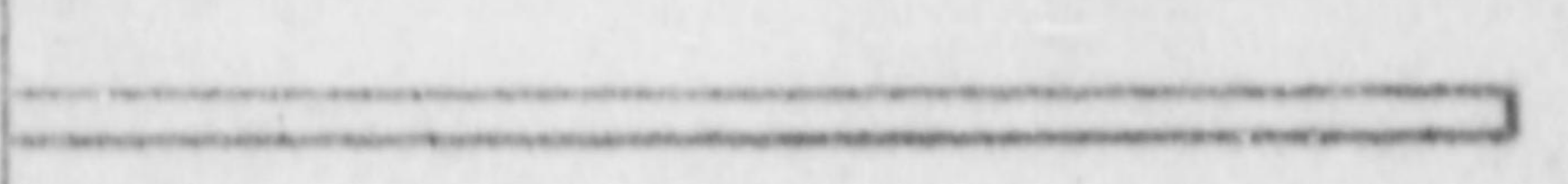
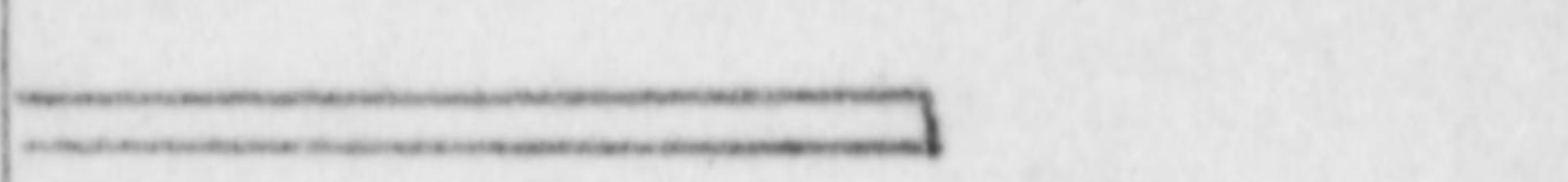

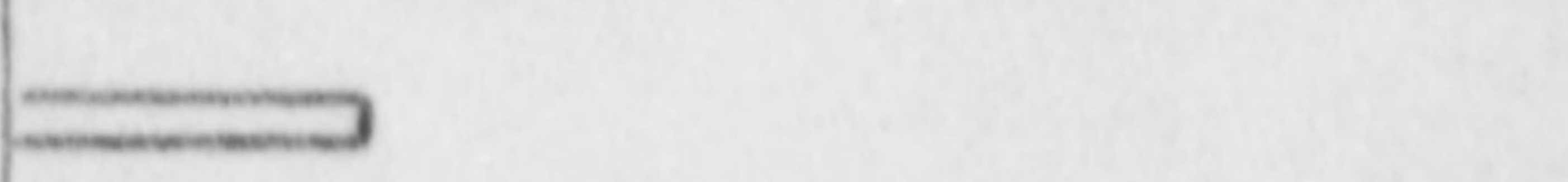
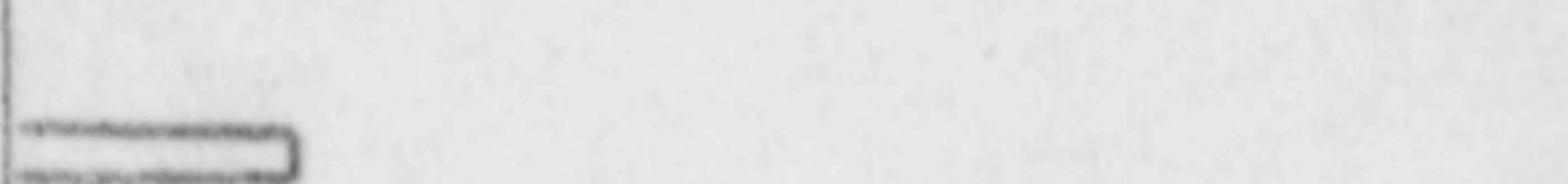

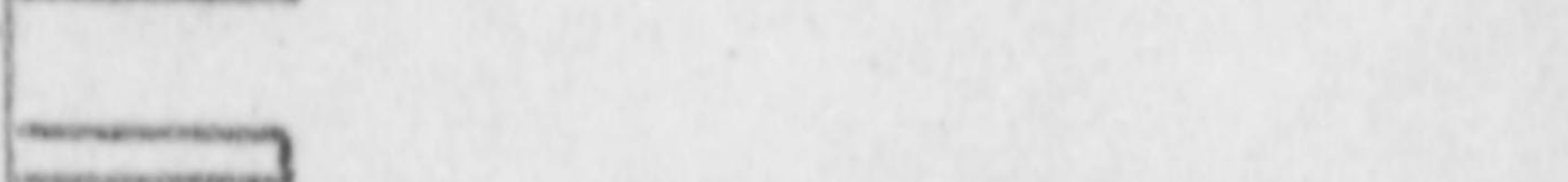
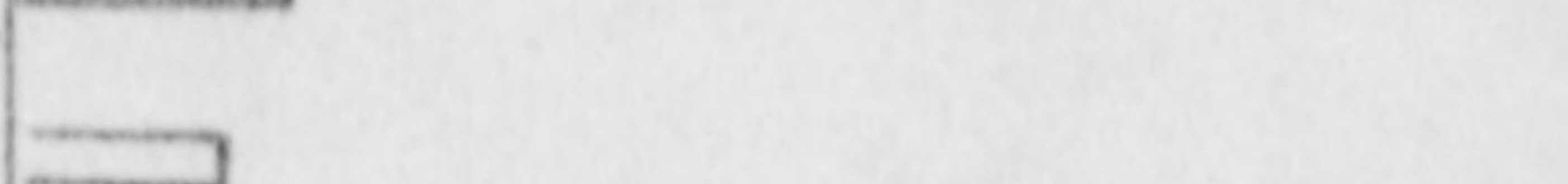

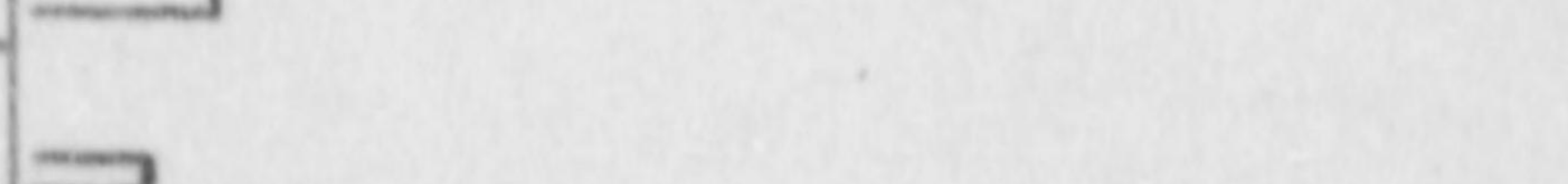

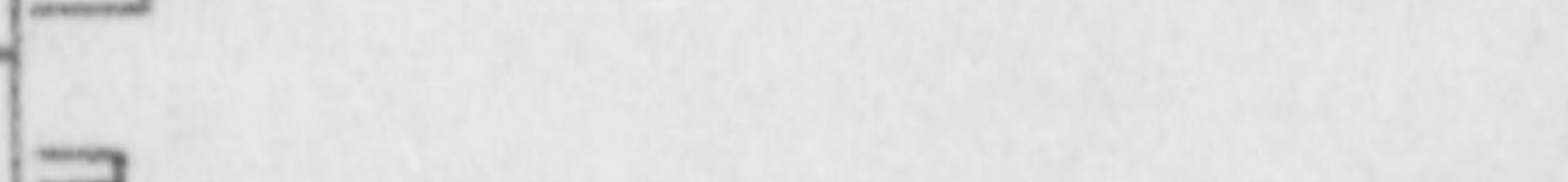

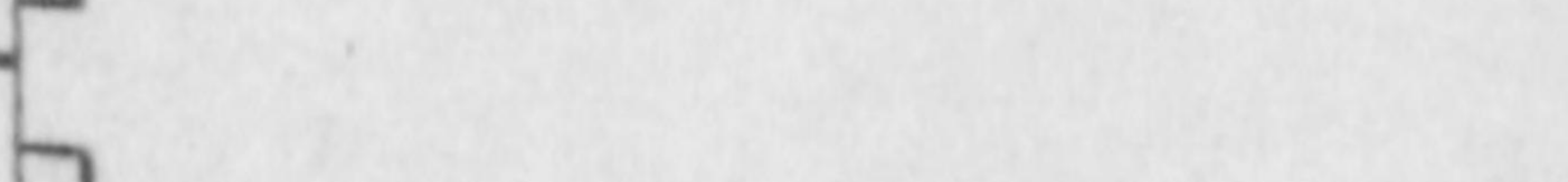
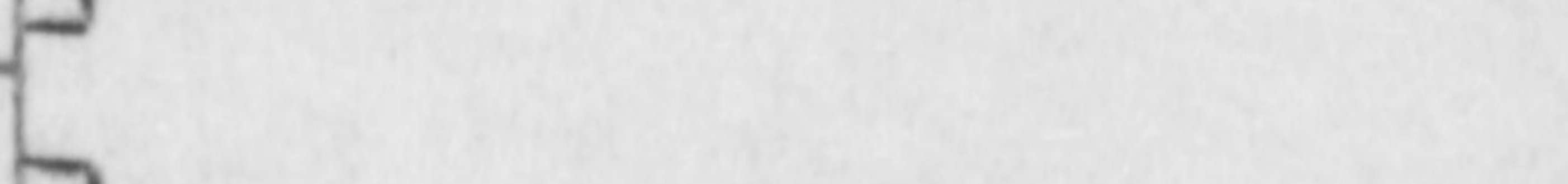
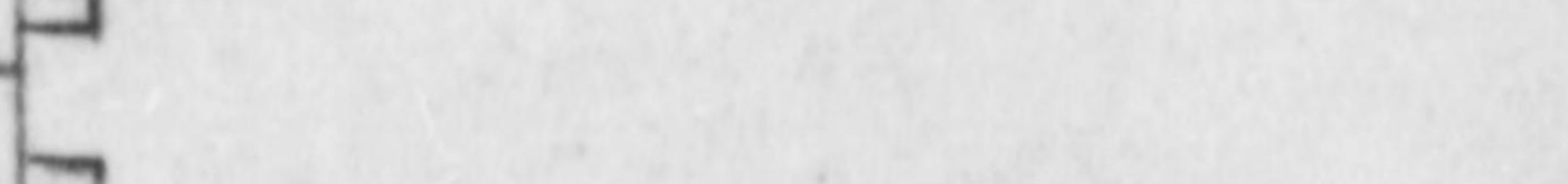
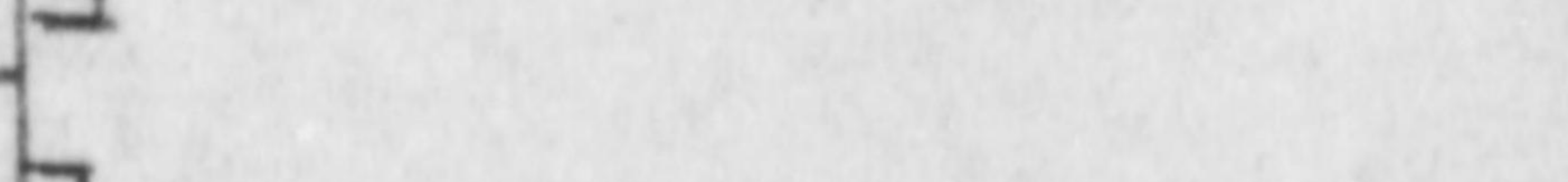
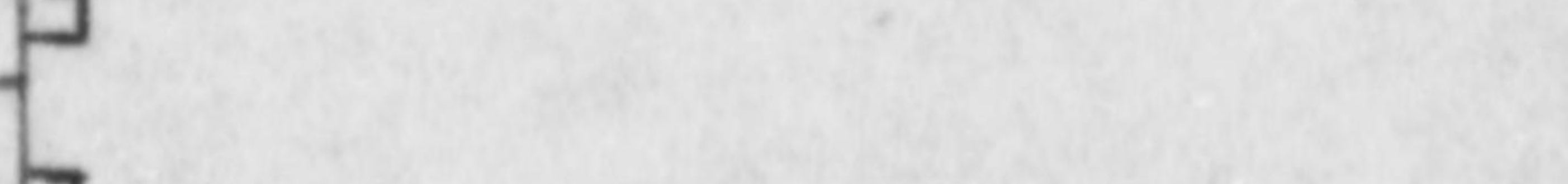
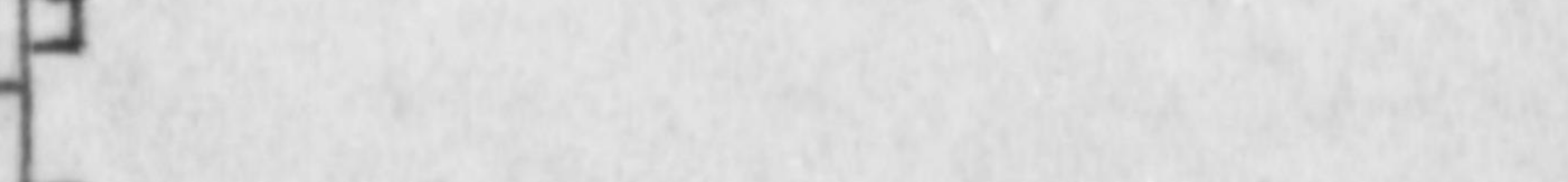
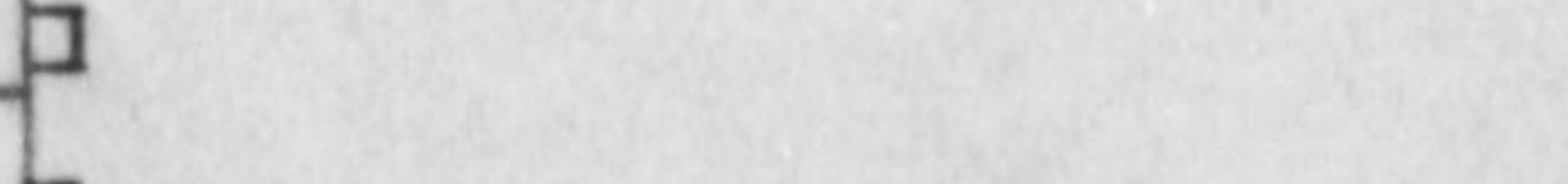
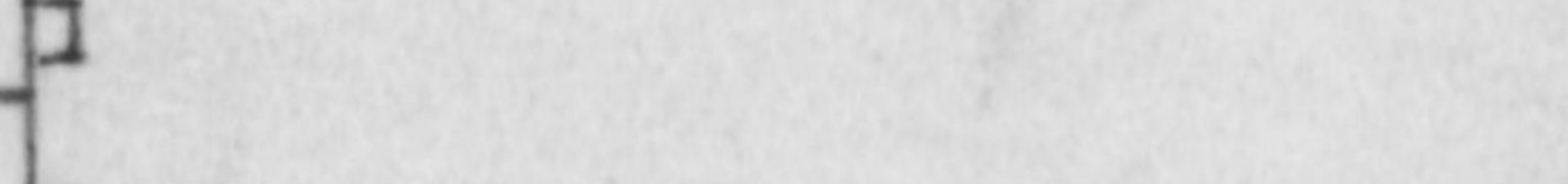
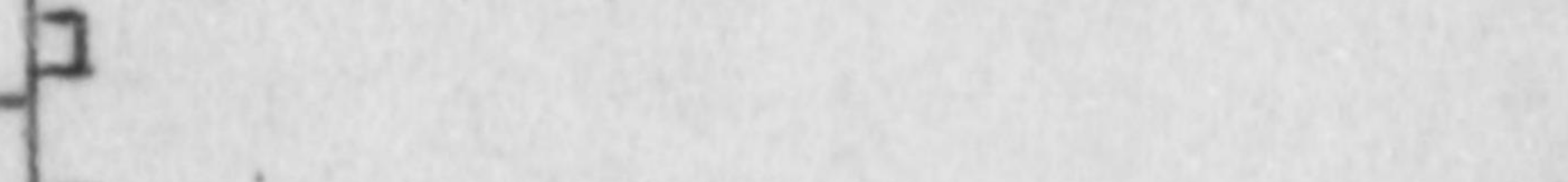


(c) Motorists' ages in relation to the liability to accidents.



We find that between the ages of 20 and 29 years have caused most accidents.

-16-

(d) Accidents caused by motor vehicles as divided into causes.

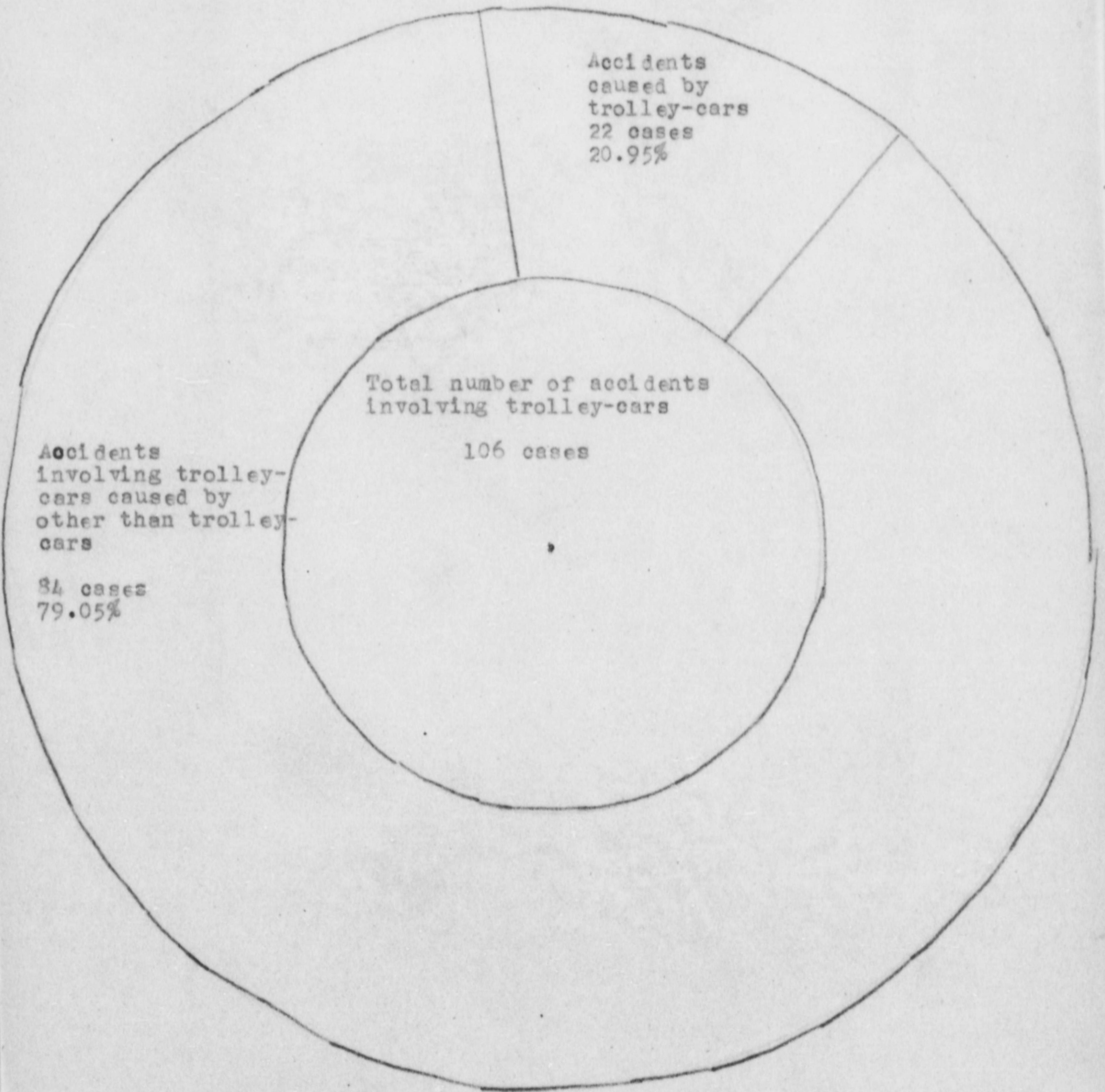
| Causes | Number of cases | 10 | 20 |
|---|-----------------|---|----|
| Unskillful driving | 26 |  | |
| Inappropriate outrunning | 25 |  | |
| Failure to go slow | 16 |  | |
| Inappropriate right turns | 11 |  | |
| Inappropriate backing | 8 |  | |
| Reckless driving | 7 |  | |
| Violation of speed-limits | 7 |  | |
| Defective vehicles | 7 |  | |
| Driving on trolley-car tracks | 5 |  | |
| Failure to make full stop when intending to go into broad roads | 5 |  | |
| Inappropriate signaling | 4 |  | |
| Obstructing right-of-way | 4 |  | |
| Defective brakes | 3 |  | |
| Inappropriate U-turns | 2 |  | |
| Dropping asleep while driving | 2 |  | |
| Slipping | 2 |  | |
| Proceeding in succession | 2 |  | |
| Inappropriate left turns | 1 |  | |
| Inappropriate loading | 1 |  | |
| Disregarding traffic signals | 1 |  | |
| Proceeding side by side | 1 |  | |
| Driving on the right sides of roads | 1 |  | |
| Careless crossing of railroad tracks | 1 |  | |
| Unfamiliarity with the route | 1 |  | |
| Other causes | 2 |  | |

-17-

Reviewing the statistics, we find that the experience of operation under one year, being technically unskilful, is apt to cause accidents above all, and of these causes, unskilfulness of operation is the top-ranking item. Most of the drivers who cause these accidents are those who have short experiences under one year. Properly speaking, a motor-vehicle is made so as to move as a driver like, and his right judge, skilfulness, and law-abiding spirit are able to prevent the accidents. After all, abstaining from taking chances is the first condition to prevent the accidents.

(IX) Accidents Caused by Trolley-cars (causes Thereof)

| Causes | Number of Cases | | | | | |
|--|-----------------|-------|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 |
| Defective doors and negligence of closing doors | 5 | ----- | | | | |
| Failure to go slow | 3 | ----- | | | | |
| Defective Trolley-cars | 3 | ----- | | | | |
| Violation of speed-limits | 2 | ----- | | | | |
| Disregarding Traffic signals | 2 | ----- | | | | |
| Unskilful operation | 1 | ----- | | | | |
| Slipping | 1 | ----- | | | | |
| Inappropriate right turns | 1 | ----- | | | | |
| Inappropriate outrunning | 1 | ----- | | | | |
| Failure to make emergency measures while operating | 1 | ----- | | | | |
| Other causes | 2 | ----- | | | | |



-19-

(X) At What Places Accidents Occur.

| Places | Dead | Injured | Cases |
|---|------|---------|-------|
| Roads with trolley-car tracks | 7 | 90 | 106 |
| Major roads without trolley-car tracks | 7 | 74 | 89 |
| Intersections without trolley-car tracks | 2 | 25 | 35 |
| Intersections with trolley-car tracks crossing X | 1 | 17 | 25 |
| Roads with trolley-car tracks intersecting roads without trolley-car tracks | - | 17 | 22 |
| Railroad and trolley-car tracks laid on exclusive sites | 6 | 35 | 20 |
| Railroad-crossings | 2 | 5 | 7 |
| R.R. Station precincts | 1 | 5 | 7 |
| T-intersections without trolley-car tracks | - | 4 | 5 |
| Minor roads | - | 4 | 4 |
| Bridges | 1 | 4 | 3 |

!!

..... Cases

----- Injured

===== Dead

Jan.-June
1949Jan.-June
1948

Cases: 341

175

Injured: 291

166

Dead: 27

22

-20-

| | | | |
|--|---|---|---|
| Pedestrians' crossings | - | 3 | 3 |
| Underpaths | - | 1 | 3 |
| Intersections with trolley-car tracks crossing T | - | 1 | 2 |
| Others | - | 1 | 1 |
| Gradients | - | 2 | 2 |
| T intersections with trolley-car tracks on one road only | - | 3 | 7 |

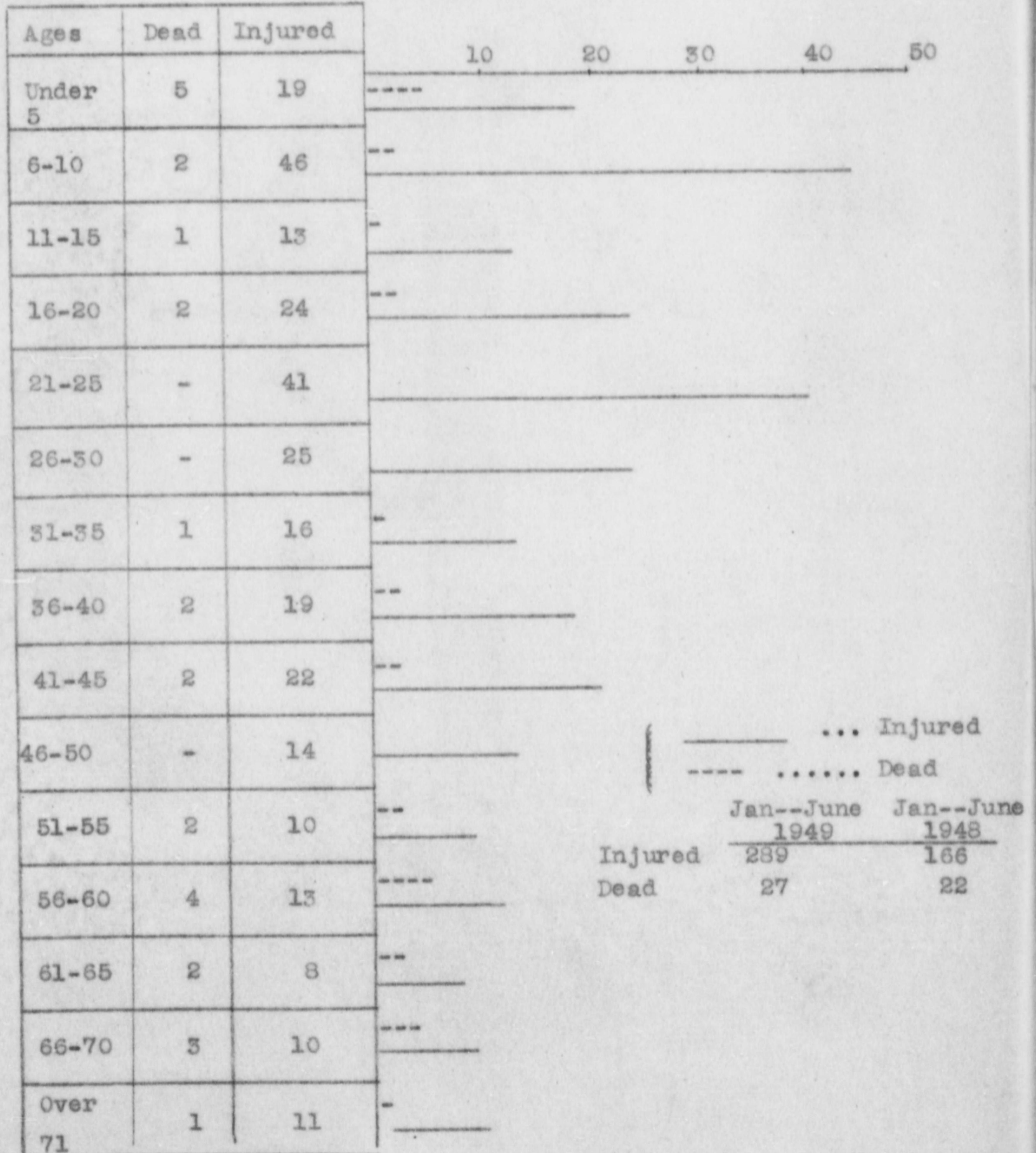
The past statistics confirm that many traffic accidents generally occur on major roads and a few on minor roads. According to the statistics, we find that there are the same tendencies, throughout the country, that most of the accidents generally occur on trolley-car streets and major roads.

The chief causes of these traffic accidents occurred on the trolley-car tracks laid on open road for the first half year, are as follows:

| | |
|---|----|
| Crossing roads immediately ahead of or behind vehicles | 29 |
| Failure to go slow | 20 |
| Inappropriate ^e en ^{out} running | 13 |
| Disregarding the division of passage | 9 |
| Walking or standing on vehicle lanes | 7 |
| Unskilful driving | 7 |
| Defective brakes | 6 |
| Inappropriate yielding | 6 |
| (Other situation) | |

As to the counter-measures to prevent the accidents, we have to correct one after another from these big causes, through the police's control, and appealing to the citizens' awakening.

(XI) What the Ages of Casualties Caused by Traffic Accidents Are.



-22-

Reviewing these mishaps, the parents should direct their attention to that the casualties' ages between 6 and ten are remarkably distinguished. When they come to the age of ten, they are able to foreknow danger enough, but children under 10 years of ages from 5 or 6, who are able to play by themselves, are very ignorant, and so it is ~~is~~ much dangerous to let ~~the~~^{em} play in the neighborhood of roads.

Judging from that persons above thirty are in high spirits and able to judge enough, we can say that these mishaps are comparatively few. Nevertheless, the illustration shows such a many casualties.

Some of the dead were the pillars of their houses and supporting their families. We can not look straight at the tragedy of the traffic mishaps.

(XII) Re Violators of Traffic Regulations.

7026 persons were sent to the public procurators' office on the charge of the traffic violation from January to June, 1949.

a. Violators of traffic regulations as devided into their occupations.

| Occupation | Male | Female |
|-----------------------------------|-------|--------|
| Merchants | 1,415 | 52 |
| Transportation workers | 1,325 | 11 |
| Workers for business corporations | 872 | 36 |
| Laborers | 619 | 17 |
| Factory workers | 572 | 51 |
| Artisans | 409 | 30 |
| Students | 385 | 24 |
| Persons without occupation | 355 | 326 |
| Government & public officials | 170 | 13 |
| Farmers | 164 | 5 |
| Teachers | 50 | 6 |

-23-

| | | |
|-----------------------|----|----|
| Medical practitioners | 24 | 8 |
| Others | 72 | 16 |

Note:

male
female

Total: 7026

male ... 6431

female . 595

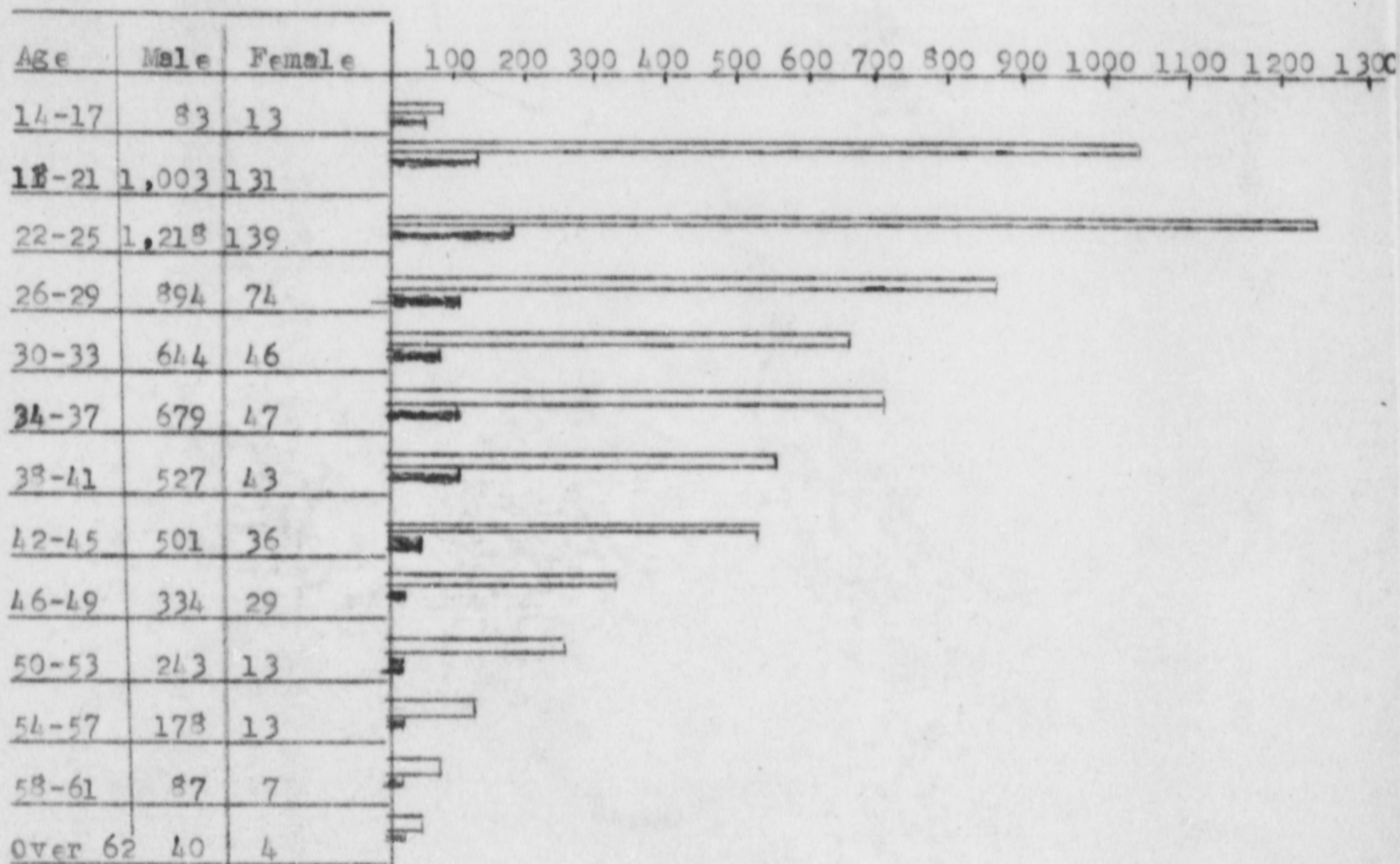
Reviewing the foregoing statistics made on the basis of the traffic accidents which occurred during last six months, we find that the trades people are the top-ranking stratum of traffic-regulation violators, and this clearly indicates their undeniable lack of law-abiding spirit. Therefore, it is no exaggeration to say that the practice of strict traffic training and guidance upon the merchants with the aim of promoting their traffic-consciousness, is the key-point for the stabilization of the traffic order within Kyoto City.

Next come in order those persons engaged in transportation business, being however, motor-vehicle crews for the most part. Unlike the preceding example, the offenses committed by this second stratum are generally regarded as ones of evil nature, since this stratum consists either of those already authorized by licenses or of those always kept informed of the traffic regulations. In consequence, we must be all means charge them ruthlessly of their law-breaking conducts to such an extent as will enhance their further reflexion and realization of the traffic regulations. Seeing the fact that, in those violators who just come under the category of "persons having no specific occupations", there are 326 women included, it is desired that those women, though house-wives in the main, become a little more concerned about, and conscious of, the traffic morals.

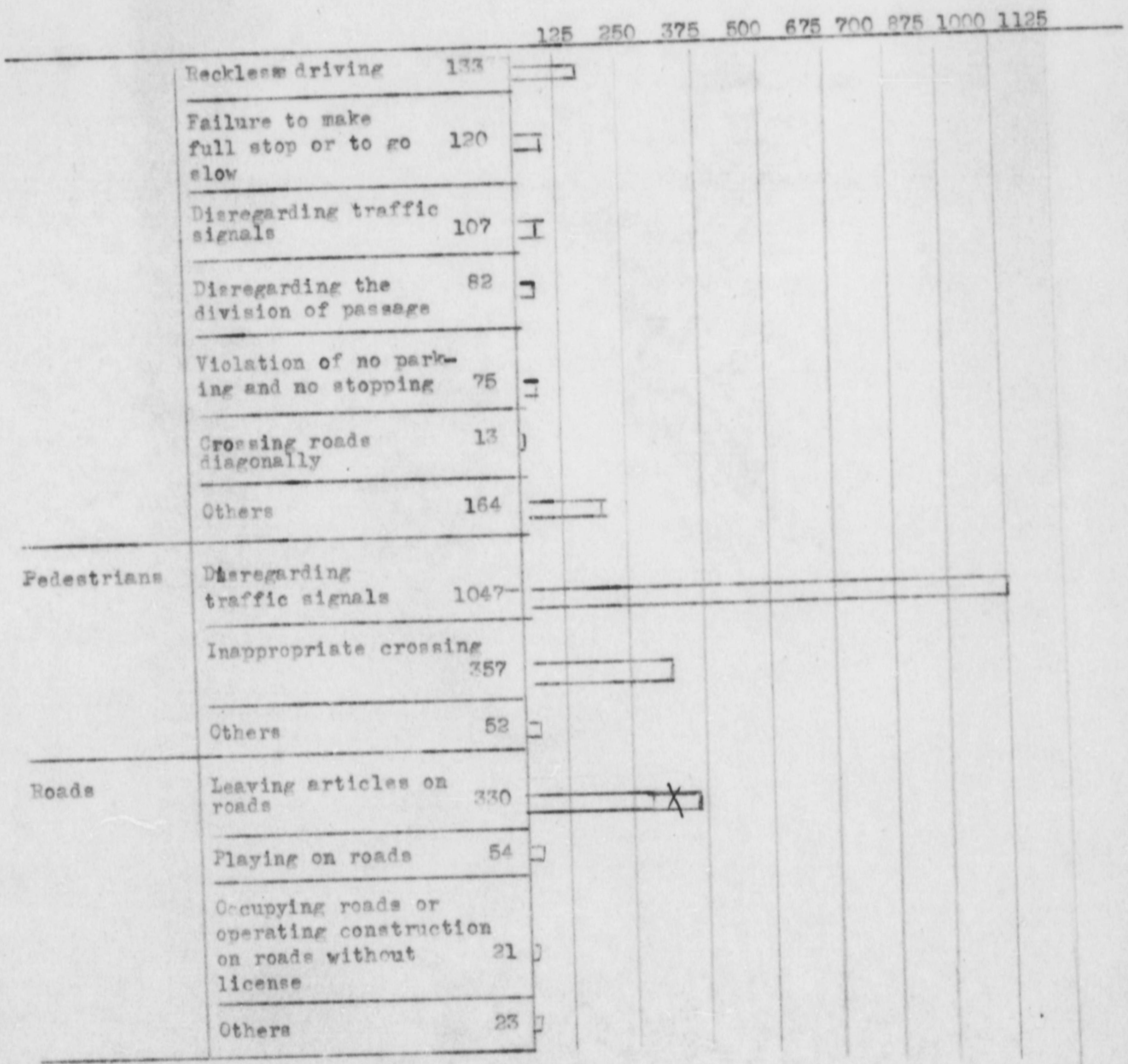
b. What stratum of age breaks the traffic regulations most.

Young people especially those in the twenties, have often committed traffic offenses, as shown in the following picture. It is thus deplorable to find that these young people upon who should the shoulder, have made light of traffic regulations and given us hardly any cooperations for the stabilization of traffic order, and yet it will never be probable until those young people become traffic-conscious that the traffic morals be rapidly stabilized within Kyoto City.

-24-



Total: Male 595
 Female 6,431
Grand total 7,026



Total:

- Trolley-cars 33
- Motor vehicles 1,339
- Bicycles, cattle, horses and carts 3,770
- Pedestrians 1,456
- Roads 428

-27-

The most conspicuous, by reason of their frequency, of the offenses classified in the abovesown picture, are those, if named, involving bicycles and carts indicted on a charge of dislights during hours of darkness, being responsible for 20 % of the total figure with the offenses committed by pedestrians against traffic signals coming next in order, making 1.5 %. These two kinds of offenses, against which several efforts to control have been hitherto attempted, are evidently not caused so much by the violators' ignorance of the traffic regulations as by their wilful disobedience thereto, compelling us to regard the offenses as of evil nature. That the offenses by motor-vehicles are relatively low-marked as compared with their traffic volume, seems to be attributed to the fact that the drivers are licensees, and have knowledge of traffic regulations. None the less, about 42.5 % of the traffic accidents which occurred during the first six months of this year have been caused by motor vehicles' disobedience to the traffic regulations, so motorists are strongly exhorted to study the situation and become further conscious thereof so that the accident of these kinds may be completely rooted out of Kyoto City.

Police

FIXED NUMBER OF FULL TIME TRAFFIC POLICE IN
THE SIX LARGEST CITIES

| Fixed No. Rank City | Full Service Traffic Police Officials | | | | | Fixed No. of Personnel Total | Percentage With Full Service Police Official | |
|---------------------------|---------------------------------------|-------------|-------------|-----|-------------------------|------------------------------------|--|------|
| | Police Inspr | Asst Po. | Pol Insp | Sgt | Police- men Total | | | |
| MPD | | 61 | | 74 | 856 | 991 | 24,588 | 4.0% |
| YOKOHAMA | | 10 | | 18 | 235 | 263 | 3,532 | 7.4% |
| NAGOYA | | 12 | | 29 | 251 | 295 | 3,596 | 8.1% |
| KYOTO | | 12 | | 12 | 226 | 256 | 3,557 | 7.0% |
| OSAKA | | 26 | | 40 | 511 | 577 | 6,500 | 8.8% |
| KOBE | | 5 | | 6 | 79 | 90 | 2,511 | 3.5% |

Prepared by
Traffic Section MPD
6/49

Police

FIXED NUMBER OF FULL TIME TRAFFIC POLICE IN
THE SIX LARGEST CITIES

| Fixed No. Rank City | Full Service Traffic Police Officials | | | | | Fixed No. of Personnel Total | Percentage With Full Service Police Official |
|---------------------------|---------------------------------------|------------------|------------|----------------|-------|------------------------------------|--|
| | Police Inspr | Asst Po. Insp | Pol Sgt | Police- men | Total | | |
| MPD | | 61 | 74 | 856 | 991 | 24,588 | 4.0% |
| YOKOHAMA | | 10 | 18 | 235 | 263 | 3,532 | 7.4% |
| NAGOYA | | 12 | 29 | 251 | 295 | 3,596 | 8.1% |
| KYOTO | | 12 | 12 | 226 | 256 | 3,557 | 7.0% |
| OSAKA | | 26 | 40 | 511 | 577 | 6,500 | 8.8% |
| KOBE | | 5 | 6 | 79 | 90 | 2,511 | 3.5% |

Prepared by
Traffic Section MPD
6/49

0x 2

2/22

Fixed number of full ~~service~~ ^{time} traffic
Police ~~off~~ in the six ~~largest~~ ^{largest} cities

| Fixed No. RANK CITY | Full service traffic police official | | | | Fixed number of personnel | | PERCENTAGE WITH Full ser- VICE POLICE OFFICIAL |
|---------------------------|--------------------------------------|-------------------------------|--------------------|-------------------|------------------------------|--------|---|
| | POLICE INSPECTOR | ASST POL ICE INSP ECTOR | POLICE SERGEANT | TECH POLICEMAN | Total | Total | |
| MPD | | 61 | 74 | 856 | 991 | 24,588 | 4.0% |
| YOKOHAMA | | 10 | 18 | 235 | 263 | 3,532 | 7.4% |
| NAGOYA | | 12 | 29 | 251 | 295 | 3,596 | 8.1% |
| KYOTO | | 12 | 12 | 226 | 256 | 3,557 | 7.0% |
| OSAKA | | 26 | 40 | 511 | 577 | 6,500 | 8.8% |
| KOBE | | 5 | 6 | 79 | 90 | 2,511 | 3.5% |
| | | | | | 90 | | |

Prepared by
Traffic Section MPD
6/49

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Civil Intelligence Section, G-2
Public Safety Division

APO 500
26 August 1949

MEMORANDUM:

SUBJECT: Observation of Traffic Control in Yokohama, 25 August 1949

TO: Chief Police Administrator

1. The 10 men permanently assigned to traffic and pedestrian control at the two railroad stations is more than the number assigned in Tokyo in the area bounded by 10th St.-W-A & Z Ave., which comprise the heart of Tokyo.

2. All busy intersections have traffic lights and/or traffic officers. Even those intersections with lights have a policeman stationed there to assist the flow of traffic or to take over the control, in the event that the traffic flow becomes too great for the lights to handle efficiently.

3. All traffic men, by their manner of controlling traffic - i.e. arm signals - handling individual situations, etc - clearly and efficiently demonstrate that they have received good training - know what they are doing and how to do it.

4. From these and observations made in the past - the only conclusions which can be drawn are:

- a. The head of the Traffic Section is a traffic man.
- b. Close supervision is maintained (not done in Tokyo).
- c. It would be useless to try to send the present traffic heads to Yokohama to learn their methods BUT IF the Traffic Section Head could be brought from Yokohama and installed as the Chief of the Tokyo Traffic Section, a big improvement should be noted in a short time. He would have to be given authority to reorganize, make changes and shift personnel.

B. F. Hill

B. F. HILL
Capt.
Police Investigator