Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

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

Description of contents

(1) Box no. 276

(2) Folder title/number: (7)
450.1: Motor Vehicles

(3) Date: Mar. 1946 - Dec. 1948

(4) Subject:

Classification	Type of record
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(5) Item description and comment:
Includes Contents List

(6) Reproduction: (Yes) No

(7) Film no. Sheet no.

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Motor Vehicles
Files No. 451

No	From	Date	To	Symposis
1.	PSD, CIS	4 Mar 46	Hq Commandant, GHQ, AFPAC	Servicing of Vehicles
2.	P/S Division	8 April 46	Hq Comdt.	Vehicle Request
3.	PSD, OCCIO	8 Apr 46	Hq Comansant Hq & Sv Gp GHQ, AFPAC	Request for Dispatching Vehicle
4.	Occie Supply	17 Apr 46	Exec Sec	Jeep Transportation
5.	Lt Baldrige Jr	25 Apr 46	Concerned Persons	Dependants Auto Parts
6.	G-2	13 Jun 46	Gq Comdt.	Request for use of Vehicle
7.	CIS G2	9 Jul 46	All Personnel CIS G-2	Transportation
8.	CIS	3 Apr 46	PSD	
9.	CIS, G-2	24 Jul. 46	G-4	Request for Sedan
10.	CIS G-2	16 Aug 46	G-4	Request for Jeep
11.	PSD CIS G-2	23 Aug 46	G-2 WD Intell	Use of Transportation
12.	CIS G-2	20 Aug 46	HqsuComndtr Jeep	Request for Jeep
13.	C. A. W.	23 Aug 46	Comcerned Persons	Action Paper
14.	Capt Holton	16 Aug 46	All Personnel	Recreation Jeeps
15.	Lt Col Benton PSD CIS G-2	23 Aug 46	CO Mtr Bn Hq & Sv Gp	Transpotation
16.	Col Fulliam	21 Aug 46	Col Bethune	Motor Transportation for PSD
17.	PSD CIS G-2	4 Sept 46	G-2	Motor VehicleTransportation
18.	Col Benton	11 Oct 46	Col Brown	Motor Transportation
19.	Maj Bower	3 Oct 46	Col Fulliam	Army Surplus Trucks for the Japanese Covernment
20.	PSD	10 Jun 47	CIS	Justification for 1/4 ton 4x4's assigned to PSD
21	Mtr Off 441 CIC Det	2 Oct 47	CO 441 CIC Det	Motor Vehicle Accident
22.	CIS		G-2	Motor Vehi cle Trans portatio
23.	L. L. M.	8 Feb 48	Chief CIS	CIC Vehicle Stolen
24.	L. L. M.	24 Feb 48	Chief CIS	CIC ¼-ton vehicle accident Kagoshima Prefecture
25.	L. L. M.	29 Jan 48	Chief CIS	Accident envolving CIC Personnel

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No	From	Date	To	Symposis
25A.	PSD	1 March 48	CIS	Misuse of Recreational Transportation
26.	L.L.M.	26 Jan 48	Chief CIS	Japanese Mechanic in accident with CIC vehicle
27.	Lt Col Simpson	2 Apr 48	Col Pulliam	Notification of Sceduled Maintenance.
28.	Lt Col Simpson	2 Apr 48	Col Pulliam	Notification of Sceduled Maintenance.
29.	Concerning the Vehicle Inspection of a Motor Vehicle.			
30.	L.L.M.	18 Nov 47	Chief CIS	CIC Vehicle Recovered.
31.		22 Aug 46	Col Pulliam	Varieous Figures- - -
32.	Forms used for Gasoline Rationing in Japan			
33.	Chief of the National Planning Bereau, Home Ministry	30 Jul 46	Chiefs, Concerened Br	The allotment of petroleum for the government offices' use for August 1946
34.	Capt Wilson	27 Aug 46	Chief PSD	Report of securing and Distribution of Gasoline by Japanese Ministeries.
35.	Lt Rocke	28 Aug 46	Chief PSD	Conference with Col Moore, Petroleum Officer, G-4
36.	Communication Div. Public Pease Section MPB	31 Aug 46	Capt Wilson PSD	
37.		11 Sep 46	Chief PSD	Gasoline Rationing in Japan
38.	Liaison Officer Tokyo	Dec 46	Imperial Japanese Govt,	Motor Vehicle Registeration
39.	Capt Holton	5 Mar 48	Pvt Chambers	use of Government Motor Vehicle
40.	M. Watanabe, Chief Liaison Sec MPD	21 Sep 48	PMO & PSD	Traffic Accident
41.	Chief 2nd Traffic Sec	27 Sep 48	PSD & PMO	Report of Traffic Accident
42.	J.A. Claims Sec Hq & Sv Gp	27 Sept 48	PSD G-2, GHQ, FEC	Report Vehicle Accident Report
43.	Mr Frazier	20 May 48	To All Personnel	
44.		14 Jul 48	All BD Personnel	Jeep Transportation
45.	2nd Traffic Sec MPD	4 Oct 48	PSD PMO	re Traffic Accident
46.	Ch 2nd Traffic Sec MPD	15 Sep 48	PMO, Tokyo PSD, CI & ES	Report of Traffic Accident
47.	Capt Jump	30 Sept 48	Concerened	Investigatios Report of Accident

THIS Report TAKEN By Capt. Jump.
20 Dec. 48

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NO	FROM	DATE	TO	SYMPOSIS
48.	Traffic Second Sec, MPD	28 Oct 48	PMO & PSD	Report of A traffic accident by the fal of a Tokyo-to Bus
49.	Capt Jump	1 Nov. 48	CO , Mtr. Bn. Hq & Sv Gp GHQ FEC APO 500	Certificate for Cotor Vehicl Clearance when Involved in abn Accident. ..
50.	Mr Eaton	17 Dec '46	Chief PSD	Report of results National Traffic Safety Postor Contest and Program in Tokyo for Winners
51.	CIS	15 Nov '48	Chief PSD	Misuse of Motor/Vehicle Transportation
52.	CIS/G-2	30 Dec '48	Co Mtr Bn, Hq & Sv Gp	Misuse of Transportation

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PUBLIC SAFETY DIVISION
EXEC ROUTING SLIP

	FROM:	DATE:
	RJB am	30 Dec 48
	Lt Col Whitmore	
	Capt Jump	
1	Capt Nealon	For
	Draft File	
2	PSD File Copy	

REMARKS:

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Misuse of Transportation

CIS/PSD/HEP/sm

CIS/C-2

CO Mtr Bn
Hq & Sv Cp

1 1. Mr. Edward R. Bishop, Jr, DAC has stated (Incl 2) that failure to pay driver and failure to complete trip ticket resulted from failure of driver to wait as directed. He has stated that he searched for the driver at approximately 0200 but driver could not be found inside or outside the building nor in the vehicle parking area. As to retaining vehicle overtime it is difficult to understand where the driver may have been between approximately 0200 and 0225, the time he reported back to the motor pool.

2. Mr. Bishop has stated that it is not correct that he called for a jeep but did not wait for it. The vehicle contacted him, was used for the first part of contemplated trip but failed to wait.

3. Payment for 3 hours, including the alleged 10 minutes overtime has been made. Trip ticket attached has been completed (Incl 1).

4. Mr. Bishop has devoted himself to his work, has been most conscientious in his performance of duty which has been rated excellent. However, in this instance he neglected to take the necessary steps to immediately notify the Motor Battalion of the driver's failure to wait, or to properly adjust the financial renumeration due at the earliest opportunity. This is his first infraction of these published regulations but there are insufficient mitigating circumstances to warrant complete release of responsibility in this instance. It is therefore recommended that Mr. Bishop be denied use of recreational vehicles for a period of 45 days.

2 Incls
1. Form Ltr, subj: "Misuse of Transportation," dtd 24 Dec 48
2. Statement by Mr. Bishop

R. S. B.

MEMO FOR RECORD:

Hq & Sv Gp Mtr Bn adv Mr. E. Bishop failed to pay driver, retained vehicle overtime, failed to complete trip ticket and called for jeep but did not wait all on 19 Dec 48. This c/n fwds statement of Bishop that driver left during a wait period and could not be located, he secured other personal transp to dest, and adv pay has been subsequently made, trip ticket completed. Recommend 45 days suspension of recreational vehicle use.

HEP 26-5915

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PSD SUSPENSE CIS/PSD/HEP/sm HEP 30/12/48

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COPY

PERSONNEL VEHICLE POOL
MOTOR BATTALION
HEADQUARTERS AND SERVICE GROUP
GENERAL HEADQUARTERS, FAR EAST COMMAND
APO 500

COPY

Date 24 December 1948

SUBJECT: Misuse of Transportation
G-2 (pencil)
TO: CI Section GHQ FEC
Attn; Section Chief

1. Reference

a. Staff Memorandum 62, SCAP & FEC, dated 19 August 1947.

b. Staff Memorandum #2, SCAP & FEC, dated 27 March 1947.

2. On return to the Motor Pool the vehicle dispatched to -

Bishop	E.	Mr.	CIS
(NAME)		(RANK OR CIVILIAN RATING)	(SECTION)

on 19 December 1948, the following discrepancies were noted:

XXX a. Failure to pay driver (Par 6a, Staff Memo 62) Amount $.75

XXX b. Retained vehicle overtime. (Par 6a, Staff Memo 62) 10 Min.

XXX c. Failure to properly complete trip ticket. (Par 9(2)b, Staff Memo 32).

d. Use of offical transportation for recreation. (Par 10, Staff Memo 32).

e. Improper trip ticket. (Par 10b, Staff Memo 32; AP 850-15.)

XXX f. Called for jeep but did not wait for it, so DAC is respondable.

3. It is desired that this correspondence be returned with report of action taken or action recommended.

FOR THE COMMANDING OFFICER:

ALLAN G. DINGWALL, JR.
1st Lt, FA
INVESTIGATING OFFICER

COPY

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

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

APO 500
29 December 1948

MEMORANDUM:

SUBJECT: Misuse of Transportation

TO: Chief, Public Safety Division

1. On the morning of 19 December 1948 undersigned called jeep to be sent to Tokyo Hotel. On arrival of jeep at approximately 0025, went out to Mampei Hotel with two friends. After spending some time in hotel went down to front entrance at approximately 0200 hours and looked for jeep preparatory to returning to own billet. Jeep was not at front entrance so went out in heavy rain and checked parking lot. To the best of undersigned's knowledge there were two or three jeeps in the lot, but none with driver. Went back into hotel and made unsuccessful inquiry of guard regarding whereabouts of driver, then made personal search of 1st floor entranceways and halls to locate driver and was unable to find him. Undersigned was then furnished a ride to his billet by a friend, and arrived at said billet at approximately 0245.

2. A telephone call this date by the undersigned to the Chief Dispatcher, GHQ Motor Pool, resulted in the information that the void time on bottom of trip ticket is the time vehicle must be released by user and not the time vehicle must be back in motor pool. Therefore, if vehicle had been there when undersigned looked for it, he would have been at billet in sufficient time to release vehicle before void time.

3. Vehicle was not kept overtime as alleged in item b of memorandum. The reason undersigned did not pay driver (item a) and did not properly complete trip ticket (item c) is because it was physically impossible since driver departed before void time on bottom of trip ticket, which was 0215.

4. Undersigned can produce two witnesses to his attempts to locate vehicle and driver at time specified herein.

EDWARD R. BISHOP, Jr.
Police Investigator

Encl 2

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

29 DECEMBER, 1948

Received this date Seventyfive cents (.75) MPC from Mr. Bishop, CIS, G-2, GHQ FEC in payment of taxi fare for trip ticket issued on 19 December, 1948.

Allowadmgard Jr
1st Lt. F.A.
Gasoline Sales Officer

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

Misuse of Transportation - Mr. Bodian

CIS/PSD/RTB/sm

CIS G-2 26-5916
Lt Col Battey

1. Trip ticket for use of vehicle by Mr. Bodian, DAC, was inadvertantly not completed. Trip ticket for payment of driver was properly accomplished. 1

2. Investigation does not disclose any mitigating or extenuating circumstances concerning the failure to properly complete the trip ticket for the recreational transportation in this instance.

3. Recommend that Mr. Bodian be denied the privilege of using motor transportation for a period of one month.

2 Incls
1. Ltr to Section Chief, CIS, subj: "Misuse of Transportation," dtd 3 Nov 48
2. Trip Ticket

- - - -

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COPY

HEADQUARTERS MOTOR BATTALION
HEADQUARTERS AND SERVICE GROUP
GENERAL HEADQUARTERS
FAR EAST COMMAND

COPY

APO 500
3 November 1948

SUBJECT: Misuse of Transportation

TO: Section Chief CIS

1. Reference.

a. Staff Memorandum #62, SCAP & FEC, dated 19 August 1947.

b. Staff Memorandum #32, SCAP & FEC, dated 27 March 1947.

2. Upon the return to the Motor Pool of the vehicle dispatched to

Bodian (NAME) Mr. (RANK OR CIVILIAN RATING) CIS (SECTION)

on 2 Nov 48, the following discrepancies were noted:

___ a. Failure to pay driver. (Par 6a, Staff Memo 62) Amount $____

___ b. Retained vehicle overtaime. (Par 6a, Staff Memo 62) Hours__

xx c. Failure to properly complete trip ticket. (Par 9(2)b, Staff Memo 32)

___ d. Use of official transportation for recreation. (Par 10, Staff Memo 32).

___ e. Improper trip ticket. (Par 10b, Staff Memo 32; AR 850-15.)

___ f. _____

3. It is desired that this correspondence be returned to this headquarters with report of action taken or action recommended.

FOR THE COMMANDING OFFICER:

/s/ Roy R. Carpenter
Capt CAC
OCPVP

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COPY

Incl 1

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Civil Intelligence Section, G-2
PUBLIC SAFETY DIVISION

APO 500
17 December 1946

TO : Chief, Public Safety Division

FROM : Acting Chief Administrator, Police Section

SUBJECT: Report of results National Traffic Safety Poster Contest and program in Tokyo for winners.

1. As a feature of National Traffic Safety Week (25 to 31 December) plans were made at the suggestion of Public Safety Division, for a nationwide poster contest for school children of two divisions, Primary and Middle School. Because more latitude in the operation of the contest would result of a private agency sponsoring it, the Home Ministry requested the Mainichi News Service to act as sponsors.

2. This contest closed 13 December, and on that date the finals were judged in the Mainichi Press Building by seven Japanese officials and the writer with Mr. Vaughn, Press Correspondent. Although complete returns were not in, Mainichi reported to the judges that over 3,000,000 children had drawn and submitted posters. On the city and town level, these posters were eliminated by local judges to 22,383 primary school posters and 7,563 Middle School and Girls' High School posters. The 29,946 total were forwarded to the governors of 45 prefectures for further elimination by prefecture level judges. Hokkaido has not yet been heard from, and entries from that prefecture will arrive too late for inclusion with those sent to Tokyo for national judging. Each prefectural governor of the forty-five forwarded six prefectural prize-winning posters to Tokyo for the contest finals, or a total of 270 posters.

3. The judges in Tokyo conducted the finals with care to assure impartial judging. The posters were fastened to the walls of an auditorium in the Mainichi Building, with the names and addresses of the makers hidden from view, such names and addresses being on the reverse side of the posters. In each of the two divisions the judges eliminated posters until first, second, and third prize-winning posters were selected in each division. The winners were then found to be:

MOTOR VEHICLES

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PRIMARY SCHOOL DIVISION:
1st Prize - Yoshihiro NAKAI - Nara Prefecture - Boy
2nd Prize - Namiko NEGISHI - Gumma Prefecture - Girl
3rd Prize - Ikuko NISHIJO - Miyagi Prefecture - Girl

MIDDLE SCHOOL & GIRLS' HIGH SCHOOL DIVISION:
1st Prize - Midori KOBAYASHI - Saga Prefecture - Girl
2nd Prize - Ryo NAGAE - Tokushima Prefecture - Boy
3rd Prize - Tokushige KAMIBE - Chiba Prefecture - Boy

It is to be noted that there are three boys and three girls. That no two prize-winners live in the same prefecture. That Honshu is represented with four winners, Kyushu with one, and Shikoku with one. That no prize-winner lives in Tokyo, where all of the judges reside.

4. The six national winners and six parents are to be brought to Tokyo for three days of ceremony, entertainment, and sight-seeing. Included will be a visit at a Diet session, a trip to the Ueno Museum, a picnic, a theater party, a tea party, an official dinner, and a tour of places of interest in the city. The Mainichi Press rooms will be viewed by the children, and they will view their own posters on display at the Matsuzakaya Department Store. They will be presented awards at a ceremony in the Mainichi Auditorium with government officials and eight hundred Tokyo school children present. These events are to take place on December 25th, 26th, and 27th. The children and parents will be housed at a hotel by the Mainichi Press.

5. Two hundred seventy-six prefectural prize-winning posters, including the six national winners, will be exhibited in Tokyo and all cities of Japan during coming weeks.

6. There are many features to the program for Traffic Safety Week, including radio programs, news and editorial releases, public speeches, and publicity stunts. The contest described herein is just one feature of the Week. However, it is to be observed that already, through this contest, the nation has been made traffic safety conscious, with three million school children taking propaganda on traffic safety home to their parents and neighbors.

H B Eaton

H. S. EATON
Acting Chief Administrator

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F h. F
Motor Vehicles

HEADQUARTERS
441st COUNTER INTELLIGENCE CORPS DETACHMENT
GENERAL HEADQUARTERS
FAR EAST COMMAND

APO 500
1 November 1948

SUBJECT: Certificate for Motor Vehicle Clearance When Involved in an Accident.

TO: Commanding Officer, Motor Battalion, Headquarters and Service Group, General Headquarters, Far East Command, APO 500.

The vehicle described in the certificate below was damaged due to an accident.

C E R T I F I C A T E

I hereby certify that the following vehicle was involved in an accident, that an investigation has been performed, a "Report of Survey" has been initiated, and that the vehicle is not further needed to complete action under AR 700-105 and AR 35-6440:

Ford	GPW	20732941	1/4 ton	4x4
Make	Model	USA No.	Size	Drive

GEORGE V. JUMP
Capt. F.A.
Investigating Officer

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NEP

28 Oct. 1948

To : PMO, and PSD
From : Traffic Second Section, MPD
Subject: Report on a traffic accident caused by the fall of a Tokyo-to Bus.

We beg to inform you that there was a traffic accident in the area of Komatsugawa P.S. about 2.30 p.m. Oct. 21, 1948. And some passengers were injured by the fall of a Tokyo-to trailer bus.

1. Date : Abt. 2.30 p.m. Oct. 12, 1948
2. Place : #561, Higashi Funabori-cho, Edogawa-ku.
3. Cause : Troble of the driving apparatus.
4. Persons concerned.
   (A) Tokyo-to bus (a trailer) ---- Starts from Kinshibori for Mikado.
      a. driver's name and address.
         YAMADA, Minesaburo (35 years)
         c/o Yamato-ryo, #2, 4-chome, Kotobashi, Sumida-ku.
      b. Conductors name and address.
         JAMORI Kiyoshi (18 years)
         #1000, 6-chome, Koiwa0cho, Edogawa-ku.

   (B) Passengers: KURIMOTO Taka (46 years) No job.
         #2692, Nagashima0cho, Edogawaku.
      Other 14 passengers were injured.

5. Degree of injury.
   (a) driver and conductor were not injured.
   (b) Kurimoto Taka got bruises in the head and left arm joint. The 14 passengers each got injury which it would take one week to recover.

6. Hospital: AKIEDA Hospital.
   #503, Higashi Funabori-cho, Edogawa-ku.

7. Condition of the accident; The driver was driving the trailer but from Kinshi-cho for Mikado with 16 passengers in it. When the bus was approaching with the speed of 20 Kilo meters per hour to the spot, where the road was 8 meters wide and very rough, the tie rod ball of handle suddenly came off, which made it impposible for the driver to drive on. Though the driver put on the sudden brake, he could not stop the car. And consequently, the left front and back tyres of the tractor fell down into the rice field which was on the left side of the street, and the car inclined in about 45 degrees. Kurimoto Taka and the other 14 passengers got injured on account of broken glass.

8. Action taken by the police station: As soon as the police received the report, chief of traffic section and other Policemen hurried up to the spot. They sent the injured to the hospital mentioned above and also investigated the cause of the accident. The operation of drawing up the bus was finished in the co-operation with the Tokyo-to traffic Department at 6.20 p.m. There are rice-field on both sides of the spot, but the distance between the road and rice-fie field is so short (about 2 feet). It is probably because of the short distance and also because of the trailer that the bus escaped from being overthrowned and that there was hardly seriously injured person.
   As the traffic is not so busy on the street, there was no confusion.

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file

September 15, 1948

TO : Provost Marshal Office, Tokyo
Public Safety Div., Civil Information & Education Section, GHQ, SCAP

FROM : Chief, 2nd Traffic Section, M.P.D.

SUBJECT: Report of Traffic Accident

In an attempt to pick up a propaganda handbill scattered from an aeroplane for traffic training, a child was run over by a bus in the Koiwa police precinct on 14 September. A summary of the accident we submit below for your information.

1. Time of Accident: About 9;40 a.m., 14 September, 1948

2. Place of Accident: At No.1,960 Koiwa-machi 4-chome, Edogawa-ku, Tokyo.

3. Cause of Accident: Failure to pay careful attention to the front

4. Causers:
A. First Causer: Keisei bus No.90276
Driver: OKAMOTO Masazo, age 27,
c/o ASANO Yuhi, No.696 Takasago-cho, Katsushika-ku, Tokyo.
B. Second Causer: TAKAHASHI Keiko, age 4,
1st daughter of TAKAHASHI Torakichi,
c/o Kon-So Apartment,
No.1,956 Koiwa-machi 4-chome, Edogawa-ku, Tokyo.

5. Extent of damage:
B was forcibly hit on the chest and killed on the spot

6. How Accident Occurred:
A was driving the bus from the direction of Ichikawa heading towards Yotsugibashi and the child was playing on the left side of the road. An Allied Forces plane appeared overhead and scattered propaganda handbills relating to traffic training. A's attention was drawn to the handbills fluttering in the air and he failed to watch ahead with proper care while operating the bus. B came out to the middle of the road to pick up a handbill which fell there. A noticed the child about 3 meters just in front of his bus and applied the break in haste, but it was too late, and the child was run over to death.

45-1.9
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MD

Oct. 4, '40

Subject: re Traffic Accident

To : PSD., PHO.

From : 2nd Traffic Section, MPD.

This is to report to you for reference about the derailment accident took place around 10:30 a.m. this day in the underground electric train under the Asakusa police station's jurisdiction.

Remarks:

1. Date: Around 10:30 a.m. Oct. 1

2. Place: Nr.No.6 Kaminarimon 1-chome, Asakusa, Daito ward (underground track)

3. The cause: Vehicles trouble.

4. Person who caused the trouble.

a) Underground Railway (Leaving Asakusa and bound to Shibuya 5 carriages connected.

Driver: Tanaka Akira, aged 25, No.4, Anakawa-cho, Chiba city, Chiba ken.

Conductor: Watanabe Zenjiro, aged 22, do

b) Passengers:

1. Nemoto Toyo aged 34, farmer, Jingucho Awa-mura, Inashiki gun, Ibaraki ken.

2. Yamaguchi Ginzo, aged 25, state Ry. worker) No.162, Oji-machi Fukushima shi Fukushima ken

3. Nishimura Hide, aged 36, no occupation, 89, Nishiarai cho 1-chome Adachi ku.

4. Ando Waka aged 58, no occupation, 321, Suraida-cho, 4-chome, Suraida-ku.

5. Extent of damage:

1. Laceration in both writts, about one month being necessary for complete recovery.

2. Laceration in the left palm, - do -

3. Bruise on both ankles, about two months for complete recovery.

4. Bruise o n abdomen, - do -

6. Hospital: Sensoji Hospital, Stk section, Asakusa park, Daito ward.

7. How it has taken place:

The electric train in question driven by the aforementioned A) left Asakusa station and proceeded about 60 meters, when the second carriage derailed by some trouble, and passengers B) were so much taken by surprise that some of them got out of the car by breaking the window glasses and got injured.

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3. Disposition taken by the coapetent police station:

Immediately on occurrence of the accident the chief official in charge of traffic and 4 others were despatched to the spot by the coapetent police station. Every effort was made for relief and rescue of the injured persons, and in cooperation with the station men, they are now doing the best for restoration, which is expected to take all the day. At present one way traffic is being made between Tawarachp and Asakusa.

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

Oct. 4, '48

Subject: re Traffic Accident

To : PSD., PMO.

From : 2nd Traffic Section, MPD.

This is to report to you for reference about the derailment accident took place around 10:30 a.m. this day in the underground electric train under the Asakusa police station's jurisdiction.

Remarks:

1. Date: Around 10:30 a.m. Oct. 1

2. Place: Nr.No.6 Kaminarimon 1-chome, Asakusa, Daito ward (underground track)

3. The cause: Vehicles trouble.

4. Person who caused the trouble.

a) Underground Railway (Leaving Asakusa and bound to Shibuya 3 carriages connected.

Driver: Tanaka Akira, aged 25, No.4, Anakawa-cho, Chiba city, Chiba ken.

Conductor: Watanabe Zenjiro, aged 22, do

b) Passengers:

1. Nemoto Toyo aged 34, farmer, Jinguchoho Awa-mura, Inashiki gun, Ibaraki ken.

2. Miyaguchi Ginzo, aged 25, state Ry. worker) No.162, Ota-machi Fukushima shi Fukushima ken

3. Nishimura Hide, aged 36, no occupation, 89, Nishiarai cho 1-chome Adachi ku.

4. Ando Waka aged 58, no occupation, 321, Sumida-cho, 4-chome, Sumida-ku.

5. Extent of damage:

1. Laceration on both writts, about one month being necessary for complete recovery.

2. Laceration in the left palm, - do -

3. Bruise on both ankles, about two months for complete recovery.

4. Bruise on abdomen, - do -

6. Hospital: Sensoji Hospital, 5th section, Asakusa park, Daito ward.

7. How it has taken place:

The electric train in question driven by the aforementioned A) left Asakusa station and proceeded about 60 meters, when the second carriage derailed by some trouble, and passengers B) were so much taken by surprise that some of them got out of the car by breaking the window glasses and got injured.

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3. Disposition taken by the competent police station:

Immediately on occurrence of the accident the chief official in charge of traffic and 4 others were despatched to the spot by the competent police station. Every effort was made for relief and rescue of the injured persons, and in cooperation with the station men, they are now doing the best for restoration, which is expected to take all the day. At present one way traffic is being made between Tawaracho and Asakusa.

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

4 October 1948

Subject: Report of a traffic accident
To : Office of the Provost Marshal, Tokyo
: Public Safety Division, Civil Information Section, GHQ.
From : 2nd Traffic Section, MPD

This is forwarded you for information of a traffic accident of collision of an electric train on the Keio Line with a truck which occurred around 1220 hrs September 30 in the area in the charge of the Yoyogi Police Station.

1. Date & time of occurrence: Around 1220 hrs Sept 30, 1948

2. Place of occurrence: Hatashiro Crossing on the Keio Line, 57, Shimmachi, Yoyogi, Shibuya-ku

3. Cause: Negligence of stopping for a time.

4. Parties involved:

A) Truck side:

a) KAWADA, Kurakichi, 36, driver, 2757, Motoue-tani, Konosu-machi, Kita-Adabhi-gun, Saitama Pref., Ordinary truck for business purpose No.SAI 497.

b) ARAI, Eizo, 61, engaged in rice-cleaning, passenger of above "a" and owner of goods on the above truck, Ningyo-cho, Kita-Adachi Gun, Saitama Pref.

c) ICHIKAWA, Shigeji, 44, assistant of "a", 2300, Konosu-machi, Kita-Adachi Gun, Saitama Pref.

d) ISHII, Takejiro, 46, laborer, passenger on the truck, 2827, Ningyo-cho, Kita-Adachi Gun, Saitama Pref.

e) A laborer, passenger on the truck, whose name and address are under investigation.

B) Train side:

f) HIROSE, Mitsuo, 28, driver, address under investigation, Electric train No.441 on the Keio Line for Karasuyama starting from Shinjuku.

5. Damage:

a) Lacerations on the head and fracture of the left shoulder-blade. Wounds serious with time required for recovery unknown.

b) Lacerations on the nose and scratches on the face. Wounds serious with time required for recovery unknown.

c) Lacerations on the head and scratches on

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

the face. Three weeks required for recovery.

d) Fracture of the skull. Time required for recovery unknown.

e) Seriously wounded. Time required for recovery unknown.

The driver's seat and the engine of "a"'s truck heavily damaged.

f) Lacerations above the left eye and on the neck requiring two weeks for recovery.
The driver's seat fairly damaged.

6. Hospital: Inoue Hospital, Fukamachi, Yoyogi, Shibuya-ku

7. Details:

"a" was driving a truck for the direction of Hachioji from that of Shinjuku. "f," too, was driving an electric train in the same direction. Approaching the said crossing, "f," presuming that "a" would stop at Hatashiro Station, proceeded on without stopping a while to strike against "a" who did not stop his truck, either. As a matter of information, Hatashiro Station is out of use at present.

8. Action taken:

Upon receiving a dispatch, the chief and members of the Traffic Division of the Yoyogi Police Station which is in charge of the area hurried to the spot to relieve the wounded. They sent them to the said hospital and made efforts for rehabilitation of the spot, thus restoring the train to its regular operation after a while during which some confusion prevailed.

There were no casualties among the passengers of the train.

9. Occupation soldiers' help:

At about 1330 hours after the accident occurred an Occupation truck with bonnet markings of USA4246417 driven by Cpl. ISLOLL of FEAMCJAM B MP 400 happened to pass the spot on its way along the Koshu Highway toward Tachikawa. The corporal and several colored soldiers, passengers of his truck, coopernated of their own accord in pulling the truck which had collided out of the tracks. Their help is sincerely appreciated.

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

4 October 1948

Subject: Report of a traffic accident
To : Office of the Provost Marshal, Tokyo
: Public Safety Division, Civil Information Section, GHQ.
From : 2nd Traffic Section, MPD

This is forwarded you for information of a traffic accident of collision of an electric train on the Keio Line with a truck which occurred around 1220 hrs September 30 in the area in the charge of the Yoyogi Police Station.

1. Date & time of occurrence: Around 1220 hrs Sept 30, 1948

2. Place of occurrence: Hatashiro Crossing on the Keio Line, 57, Shimmachi, Yoyogi, Shibuya-ku

3. Cause: Negligence of stopping for a time.

4. Parties involved:

A) Truck side:

a) KAWADA, Kurakichi, 36, driver, 2757, Kotoue-tani, Konosu-machi, Kita-Adachi-gun, Saitama Pref., Ordinary truck for business purpose No.SAI 497.

b) ARAI, Hizo, 61, engaged in rice-cleaning, passenger of above "a" and owner of goods on the above truck, Ningyo-cho, Kita-Adachi Gun, Saitama Pref.

c) ICHIKAWA, Shigeji, 44, assistant of "a", 2300, Konosu-machi, Kita-Adachi Gun, Saitama Pref.

d) ISHII, Takejiro, 46, laborer, passenger on the truck, 2827, Ningyo-cho, Kita-Adachi Gun, Saitama Pref.

e) A laborer, passenger on the truck, whose name and address are under investigation.

B) Train side:

f) HIROSE, Mitsuo, 28, driver, address under investigation, Electric train No.441 on the Keio Line for Karasuyama starting from Shinjuku.

5. Damage:

a) Lacerations on the head and fracture of the left shoulder-blade. Wounds serious with time required for recovery unknown.

b) Lacerations on the nose and scratches on the face. Wounds serious with time required for recovery unknown.

c) Lacerations on the head and scratches on

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

the face. Three weeks required for recovery.

d) Fracture of the skull. Time required for recovery unknown.

e) Seriously wounded. Time required for recovery unknown.

The driver's seat and the engine of "a"'s truck heavily damaged.

f) Lacerations above the left eye and on the neck requiring two weeks for recovery.
The driver's seat fairly damaged.

6. Hospital: Inoue Hospital, Fukuzumi, Yoyogi, Shibuya-ku

7. Details:

"a" was driving a truck for the direction of Hachioji from that of Shinjuku. "f," too, was driving an electric train in the same direction. Approaching the said crossing, "f," presuming that "a" would stop at Hatashiro Station, proceeded on without stopping a while to strike against "a" who did not stop his truck, either. As a matter of information, Hatashiro Station is out of use at present.

8. Action taken:

Upon receiving a dispatch, the chief and members of the Traffic Division of the Yoyogi Police Station which is in charge of the area hurried to the spot to relieve the wounded. They sent them to the said hospital and made efforts for rehabilitation of the spot, thus restoring the train to its regular operation after a while during which some confusion prevailed.

There were no casualties among the passengers of the train.

9. Occupation soldiers' help:

At about 1330 hours after the accident occurred an Occupation truck with bonnet markings of USA4246417 driven by Cpl. ISLOLL of FEAMCJAM B MP 400 happened to pass the spot on its way along the Koshu Highway toward Tachikawa. The corporal and several colored soldiers, passengers of his truck, cooperated of their own accord in pulling the truck which had collided out of the tracks. Their help is sincerely appreciated.

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

Civil Intelligence Section, G-2
PUBLIC SAFETY DIVISION

T. M. JEEP

Date: 14/7/48

Rider: Pfc. Brezinski

Destination: Dai Ichi Bldg.

Purpose: Message Center

Driver No.: 2

Time: 0900 to 0930

Dispatcher: Sgt Letaw

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

File
(Transportation for Vehicles)

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Civil Intelligence Section, G-2
PUBLIC SAFETY DIVISION

APO 500
14 July 1948

MEMORANDUM:

SUBJECT: ~~Taxi~~ Jeep Transportation

TO: All PSD Personnel

1. Effective immediately, taxi jeep dispatch forms, signed by the Chief Clerk, will be required for all taxi jeep transportation. Drivers have been instructed to refuse transportation to anyone not presenting the dispatch form.

2. Each day one vehicle will be designated as Message Center and Mail jeep. This vehicle will not be used for any other purpose.

Hck

RPH
Lt. J
Asst

EM
Legal Br
Liaison Branch
CA&A
HSE
Vance Matthews
Pfukerson
C. P. Stanek
Robt E. Martin
Moore - Maritime Br
LD
R&L
JRC
AFU.

44

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

_____File

DECENTRALIZATION OF POLICE RECAPITULATION

Population	Cities To Be Decentralized	Cities Reported Decentralized
5,000 - 25,000		
25,000 - 100,000		
Over 100,000		
TOTAL		

Report Prepared: _____

FROM: R.T.B. DATE:_____
_____ Chief of Division
_____ Asst Chief of Division
_____ Police Branch
_____ S & A
FOR: _____Info
_____File

DECENTRALIZATION OF POLICE RECAPITULATION

Population	Cities to be Decentralized	Cities Reported Decentralized
5,000 - 25,000		
25,000 - 100,000		
Over 100,000		
TOTAL		

Report Prepared:_____

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

HEADQUARTERS
441ST COUNTER INTELLIGENCE CORPS DETACHMENT
GENERAL HEADQUARTERS
FAR EAST COMMAND

APO 500
20 May 1948

MEMORANDUM: To all concerned

All vehicles on Memorandum Receipt from 441st CIC Detachment, will report to 441st CIC Detachment Motor Pool between the hours of 0800 to 1200 hours Saturday, 22 May 48, no exceptions.

BY ORDER OF COLONEL DUFF:

KENNETH H. FRAZIER
CWO USA
Ass't Adjutant

PUBLIC SAFETY INFO COPY

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Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

1-12

#659

file

GENERAL HEADQUARTERS
FAR EAST COMMAND

CHECK SHEET

(Do not remove from attached sheets)

File No: HC 537.5 (HCL) Subject: Vehicle Accident Report

Note No.	From: J. A. Claims Section, Hq & Sv Gp To: PSD, G-2, GHQ, FEC Date: 27 Sept 48
1	Provost Marshal's Vehicle Accident Report with operator's permit No. 4500, is forwarded for your information and/or action. 2 Incl 1. Operator's Permit 2. PM Accident Report JFH

6005 - 26-8-47 - 64ENGR - [illegible] 000

42

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

4659

HEADQUARTERS
Provost Marshal Metropolitan Yokohama Japan
APO 503 San Francisco

20 Sept 48
(DATE)

(333. 5)

File No. TV-4590

SUBJECT: Investigation Report.

TO : Commanding General, Hq. Ser Gp. GHQ,FEC,APO 500

Transmitted herewith one copy of our Investigation Report for your information and/or action.

FOR THE PROVOST MARSHAL:

Robert E Casey

ROBERT E CASEY
CWO USA
Adjutant

I Incl.-
Investigation Report

WDM FORM NO. 33
(OLD FORM 128-. 216)

G-2

4659

HEADQUARTERS
Provost Marshal, Metropolitan, Yokohama, Japan
APO 503

Case No. TV-4520

Time of Accident 1720 Date of Accident 19 Sept 48

Place of Accident Route 1-W in front of Castle Club

Vehicle No.1		Vehicle No.2	
Type 1/4 ton	No. in Vehicle 1	Type	No. in Vehicle
USA REGISTRATION NO. 2073294	MPH 15-20	USA REGISTRATION NO.	MPH
Driver Richard C Letew		Driver	
(RANK) Cpl	(SERIAL NO.) 14237019	(RANK)	(SERIAL NO.)
(ORGANIZATION) PSD FSQ FEC	(APO) 500	(ORGANIZATION)	(APO)
Proper Trip Ticket: X(Yes) (No)		Proper Trip Ticket (Yes) (No)	
Drivers License: X(Yes) (No)		Drivers License: (Yes) (No)	
Parts Damaged windshield bumper		Parts Damaged	

Accident Involved: (Check One)
Third Car ____ Fourth Car ____
Fixed Object ____ Pedestrian ____
Other(Specify) ____

Road Surface: Wet ____ Dry X
Road Conditions good
Weather good
Visibility good

If Civilian Vehicles Involved:

(TYPE)	(MAKE)	(LICENSE NO.)
1940	Chev. Sedan	72-34

(DRIVERS NAME) S/Sgt Louis D Kellebrew (ADDRESS) 738 Engr. Base Depot Co

Operators License X(Yes) (No) MPH stopped No. in vehicle 3

Mechanical Defects (If any) ____

Declassified E.O. 12065 Section 3/402/ NNDC No. 775009

(ORGANIZATION) (APO) (ORGANIZATION) (APO)

Proper Trip Ticket: x(Yes) (No) Proper Trip Ticket (Yes) (No)
Drivers License: x(Yes) (No) Drivers License: (Yes) (No)
Parts Damaged windshield bumper Parts Damaged

Accident Involved: (Check One) Road Surface: Wet Dry x
Third Car Fourth Car Road Conditions good
Fixed Object Pedestrian Weather good
Other(Specify) Visibility good

If Civilian Vehicles Involved:

1940 Chev. Sedan 72-34
(TYPE) (MAKE) (LICENS NO.)

S/Sgt Louis D Kellebrew 738 Engr. Base Depot Co
(DRIVER'S NAME) (ADDRESS)
Operators License x(Yes) (No) MPH stopped No. in vehicle 3
Mechanical Defects (If any)

Parts Damaged: truck, bumper lights

INJURED:

Richard C Letaw Cpl PSD GHQ FEC
(NAME) (RANK) (ASN) (ORGANIZATION) (APO)
Radzin Richard C Pvt 13149648 PSD GHQ FEC 500
(NAME) (RANK) (ASN) (ORGANIZATION) (APO)
(NAME) (RANK) (ASN) (ORGANIZATION) (APO)
NOTE: If civilian are among the injured, fill address in place of Org
Injured were taken to 155 Sta Hosp By Ambulance
Did any of the injuries result in fatalities? (Yes) (No)
If so to whom?

WITNESS:

Radzinski Richard C Pvt 13149648 PSD GHQ FEC 500
(NAME) (RANK) (ASN) (ORGANIZATION) (APO)
Leroy S Woods Cpl 44135822 738 Engr.
(NAME) (RANK) (ASN) (ORGANIZATION) (APO)
Samuel M Cook Cpl 35924328 738 Engr.
(NAME) (RANK) (ASN) (ORGANIZATION) (APO)
NOTE: If civilian are among witnesses, fill in address in place of organization.
Silas F Boyce Cpl 12003164 738 Engr.

Declassified E.O. 12065 Section 3/402/ NNDC NO. 775009

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

27 Sept. 1948.

TO : Public Safety Section,
P.M.O.

FROM : Chief of 2nd Traffic Section,

SUBJECT: Report on Traffic Accident.

PLACE: 250, Suzaki Machi, Sumida-ku.

DATE: 1530 hrs. 26 Sept. 1948.

CAUSE: Sudden swerving the handle to the right.

PARTY IN CONCERNED:

A. Katsumi Kobayashi (age 21) driver of Metropolitan Bus.

B. Masamichi Shiigi (age 16), guard " "

C. Shinzo Hirano (aged 33),

No. 824, Horikiri Machi, Katsushika-ku.

DAMAGE: A's Bus seriously damaged.
Seven passengers in the bus had the abrasion of complete cure for three or four days.

B. Sudden death.

C. Bruise on the waist. His bicycle seriously damaged.

HOSPITAL: Shirashigebashi Hospital, 214, 7-chome, Terajima-cho, Sumida-ku.

DETIALS OF ACCIDENT:

A was driving the metropolitan bus from Mukojima to Terajima, while C was ridin on his bicycle in front of A in the same direction on the left hand side. Near the scene of accident, C, intending to make the sudden retrocession, moved his bicycle out in the middle of drive way. A, in order to divert this bicycle swerved the handle suddenly to the right. All the passengers were inclined to the left causing the puncture of the left side wheel, tire at the front and overthrow of the bus to the left. B was pinned under it and died suddenly. Seven passengers were slightly injured due to the oscillation and C was seriously injured.

DISPOSITION AT HONJO P.S.

When the accident happened, the traffic assistant inspector and his fellowmen went to the scene immediately and they made effort in saving and cure of the injured.

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Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

file

Metropolitan Police Department

Date: Sept. 21, 1948

To : P.M.C. & P.S.D.

Subject : Traffic Accident.

From : M. Watanabe, Chief Liaison Section, M.P.D.

I beg to report to you a traffic accident happened in the area of Motofuji Police Station, the details of which are as followers :

1. Date & time of the accident.

22:40 hrs, Sept. 17, 1948.

2. Place of the accident.

At the intersection of 3-chome, Hongo, Bunkyo-Ku, Tokyo.

3. Cause of the accident.

Speeding.

4. Parties involved.

(a) M.P's jeep with the bumper markings.
G.H.Q. 720 P. D-7 & the engine cover No. 20718041.
Although the description of 2 G.I.s in the jeep is unknown, the policeman Ueda Tokuo.
Central Bn. was in it at the time of accident.

(b) Army jeep with the bumper markings. G.H.Q.- 2 TIS-9 & engine cover No. 206245.
The description of 2 G.I.'s riding in the jeep is unknown.

5. Extents of damage :

(a) Although the 2 G.I.'s & Policeman Ueda were seriously injured, the details are unknown.
The heavy damage was caused on the front of the jeep.

(b) The details are unknown but the 2 G.I.'s were seemingly injured slightly.
The slight damage was caused upon the side of the jeep.

6. Name & address of the hospital they were taken to 49 General Hospital, Akashi-cho, Chuo-Ku, Tokyo.

7. Details :

A was proceeding the way to Ueno from the direction of Kasuga-cho & B to Komagome from Yushima. Both were being

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Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

drove with high speed and so at the spot of the accident the one run into the other.

8. Actions taken.

Just after the accident, Motofuji Police had them sent the ambulance which took the 5 injured to the 49th General Hospital. On the other hand, they notified P.W.O. which dispatched M.P.'s to investigate it.

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

Metropolitan Police Department

Date: Sept. 21, 1948

To : P.M.O. & P.S.D.

Subject : Traffic Accident.

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Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Civil Intelligence Section, G-2
PUBLIC SAFETY DIVISION

APO 500
5 March 1948

MEMORANDUM:

USE OF GOVERNMENT MOTOR VEHICLES

Private Robert W. Chambers, RA-13258476, on duty with Publice Safety Division, is prohibited from operating or riding in any Government Motor Vehicle assigned to Public Safety Division, either on Memorandum Receipt or on dispatch.

For the Chief of Division:

R. F. HOLTON
Captain, FA
Administrative Officer

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451.9

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

APO 500
December 1946

AG 451.1 (Dec 46) CIS
(SCAPIN)

MEMORANDUM FOR: IMPERIAL JAPANESE GOVERNMENT

THROUGH : Central Liaison Office, Tokyo

SUBJECT : Motor Vehicle Registration

1. The Imperial Japanese Government will register all operating motor vehicles and trailors in Japan, irrespective of the nationality of the owner, except those:

a. Operated by the Allied Occupation Forces.

b. Officially owned or operated on official business by representatives or agencies of the United Nations.

c. Privately owned and operated by personnel on duty with, attached to or affiliated with the Supreme Commander for the Allied Powers and their dependents.

2. a. An operating motor vehicle or trailor will be registered by the owner of the vehicle and by showing satisfactory proof of ownership.

b. An owner's registration certificate will be issued when an operating motor vehicle or trailor is registered.

c. A record of registrations will be maintained so that the owner may readily be determined by information obtained from the vehicle license plate.

d. The owner's registration certificate or other lawful evidence showing registration and ownership must accompany the operating motor vehicle

38

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

Basic: Memorandum for Imperial Japanese Government from GHQ, SCAP, file AG 451.1 (Dec 46) CIS, (SCAPIN), subject: Motor Vehicle Registration, dated Dec 1946.

or trailor while the vehicle is in operation.

e. Any person driving a vehicle must have in his possession a drivers license.

3. A violation of the provisions of this memorandum by persons or agencies who are not subject to the provisions of Japanese law and court jurisdiction will be reported by representatives of the Imperial Japanese Government to occupation authorities.

FOR THE SUPREME COMMANDER:

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

APO 500
December 1946

AG 451.1 (Dec 46) CIS
(SCAPIN)

MEMORANDUM FOR: IMPERIAL JAPANESE GOVERNMENT

THROUGH : Central Liaison Office, Tokyo

SUBJECT : Registration of Motor Vehicles

1. The Imperial Japanese Government will register all motor vehicles and motor vehicle trailers which are in operation or use in Japan, irrespective of the nationality of the owners there of, except those motor vehicles and trailers which are -

a. Operated by the Allied Occupation Forces, ~~or organizations attached to or accompanying the Allied Occupation Forces;~~

b. Owned and operated by duly accredited diplomatic representatives, and members of their official families, who are accorded diplomatic privileges, including vehicles privately owned by such persons;

c. Officially operated by representatives of agencies of the United Nations in Japan on official business associated with the occupation

d. Privately owned and operated by personnel on duty with, attached to or affiliated with Supreme Commander for the Allied Powers and by their dependents.

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

APO 500
December 1946

AG 451.1 (Dec 46) CIS
(SCAPIN)

MEMORANDUM FOR: IMPERIAL JAPANESE GOVERNMENT

THROUGH : Central Liaison Office, Tokyo

SUBJECT : Registration of Motor Vehicles

1. The Imperial Japanese Government will register all motor vehicles and motor vehicle trailers which are in operation or use in Japan, irrespective of the nationality of the owners there of, except those motor vehicles and trailers which are -

a. Operated by the Allied Occupation Forces, ~~or organizations attached to or accompanying the Allied Occupation Forces;~~

b. Owned and operated by duly accredited diplomatic representatives, and members of their official families, who are accorded diplomatic privileges, including vehicles privately owned by such persons;

c. Owned and operated by representatives, agencies, or individuals of the United Nations, or any other nation duly accredited by the Supreme Commander for the Allied Powers, when in Japan on official business which is recognized by the Supreme Commander as associated with the occupation, including privately owned vehicles of such individuals and their dependents.

2. Registration, ~~as required by~~ under this memorandum, will conform with the following requirements:—

a. Owners of motor vehicles and ~~motor~~ trailers will be directed

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

and required to register them before they are operated or in any way used on the public roadway.

~~b. Upon registration, an owner's registration certificate will be issued if satisfactory proof of ownership is shown.~~

d. A record of all registrations will be maintained in such a manner that the owner of any registered vehicle or trailer may be readily and promptly determined by information obtained from the vehicle license plates.

~~c. Upon registration, license plates will be issued to the owner which will identify the vehicle in a manner which will be readily understandable to English speaking people.~~ All motor vehicles and trailers will be required to display license plates at all times when on the public roadway whether they are in operation or not.

e. The owner's registration certificate, or other authorized evidence of registration and ownership, must accompany the motor vehicle or ~~(motor)~~ trailer at all times when it is upon the public roadway. Such owner's registration certificate or authorized evidence there of, will be required to be shown ~~exhibited~~ to any authorized person upon request.

f. All persons driving a motor vehicle will be issued, and must have in his possession at all times when driving, a license to drive. ~~a driver's license or evidence that he is authorized and qualified to drive such vehicles.~~ ~~No drivers license will~~ The license to drive will not be issued to any person who is not qualified because of physical defects, lack of skill, or other deficiencies which would disqualify him as a safe driver.

* (Insert Par)

3. a. Violation of the provisions of this memorandum will be declared

The Imperial Japanese Government will be responsible that only qualified persons are permitted to drive motor vehicles.

2

g. A provision of registration will be that satisfactory proof of legal ownership must be shown. Upon completion of registration an Owner's Registration Certificate will be issued

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

AG 451.1 (Dec 46) CIS (SCAPIN)

to be a penal offense under the Japanese law, and offenders hereof will be prosecuted to the full extent of the law, if subject to the jurisdiction of Japanese courts.

b. Violators of the provision of this memorandum who are not subject to the jurisdiction of Japanese Courts will be reported by representatives of the Imperial Japanese Government to occupation authorities.

FOR THE SUPREME COMMANDER:

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

x x x x x x x x x x

x

x Memo for record: PSD request by G-1 To draft a

x directive rel. registration and control of motor vehicles

x other than those of the allied forces and persons

x connected therewith. Drafted after conferences with

x G-1, PM, LS, AG, Dir Sect. & P.S.D.

x x x x x x x x x x

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

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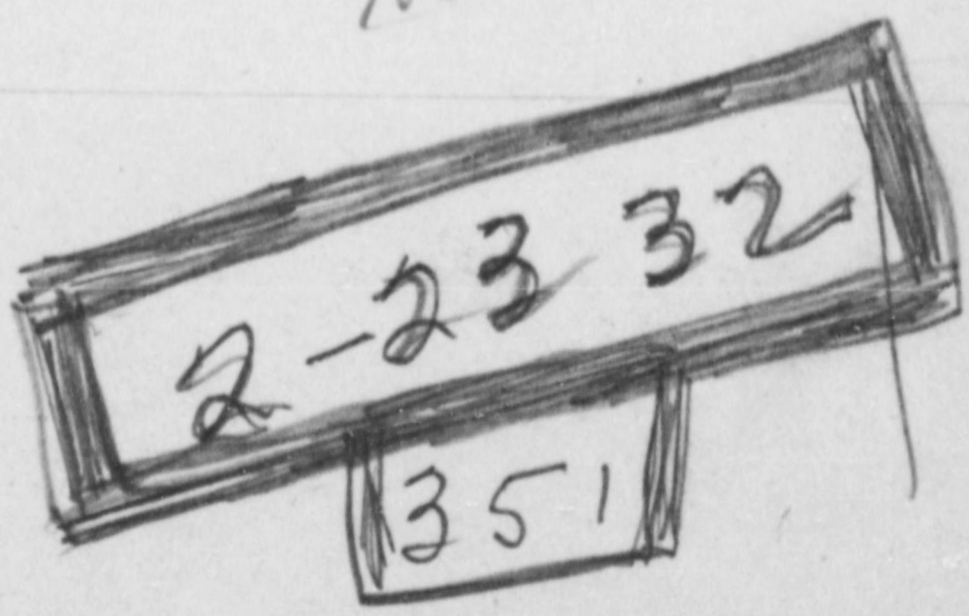

Deep line on Reg of Veh

3. REGISTRATION AND MARKINGS -- a. Motor vehicles operated by occupational forces will be registered and marked under regulations of the using Army or Navy force.

b. Motor vehicles owned or operated in Japan by officials who, as a matter of courtesy, hold diplomatic identification cards and by duly accredited diplomatic representatives and members of the latter's official families who are entitled to diplomatic privileges, including motor vehicles privately owned by members of such missions, will be registered and identified as follows:

(1) Registration: The senior representative of the government concerned will forward to the Commander-in-Chief, United States Army Forces, Pacific (Attention: Chief Provost Marshal) at the end of each calendar quarter, a list of such motor vehicles. The list should contain the following information:

(a) Make, color and type of vehicle.

(b) Motor number.

(c) Type and serial number of identifying plaque.

(d) Source from which vehicle was obtained and the date obtained.

(2) Identification: Such motor vehicles should bear a plaque, "Diplomatic Corps," securely attached to each vehicle which plaque shall be identified by the letters "DC" and shall be serially numbered. The plaques will be furnished by the Commanding General, Eighth Army, upon application. In addition, it is advisable that each government have a distinctive national insignia placed on each vehicle.

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(b) Motor number.

(c) Type and serial number of identifying plaque.

(d) Source from which vehicle was obtained and the date obtained.

(2) Identification: Such motor vehicles should bear a plaque, "Diplomatic Corps," securely attached to each vehicle which plaque shall be identified by the letters "DC" and shall be serially numbered. The plaques will be furnished by the Commanding General, Eighth Army, upon application. In addition, it is advisable that each government have a distinctive national insignia placed on each vehicle.

(3) Change of Status of Vehicles: If diplomatic vehicles hereunder are sold or otherwise transferred to any person or persons not entitled to diplomatic privilege, it is requested that the senior representative of the government concerned inform the Commander-in-Chief, United States Army Forces, Pacific (Attention: Chief Provost Marshal) of such sale or transfer, in order that the registration of such vehicle may be effected.

c. Motor vehicles, other than diplomatic, officially owned or operated on official business in Japan by representatives or agencies of the United Nations or neutral nations will be registered and identified as follows:

(1) Registration: The senior representative of the government concerned will forward at the end of each calendar quarter to the

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Commander-in-Chief, United States Army Forces, Pacific (Attention: Chief Provost Marshal) a list of such motor vehicles. The list should contain the following information:

(a) Make, color and type of vehicle.

(b) Motor number.

(c) Type and serial number of identifying plaque.

(2) Identification: Such motor vehicle should bear a plaque or plate securely attached to the vehicle, or painted markings in lieu thereof, which will identify them as pertaining to the Government concerned. Vehicles should bear a registration serial number if more than one is in use. These identifying markings may be of any desired color but should be large enough to be easily identified at a distance of fifty meters.

d. Motor vehicles, other than diplomatic, privately owned and operated by personnel on duty with attached to or affiliated with under the jurisdiction of, or affiliated with the Supreme Commander for the Allied Powers, and their dependents, will, upon presentation of proof of ownership, be registered with and furnished identifying plates by the Commanding General, Eighth Army. ~~(See paragraph e below).~~ as follows:

~~e.~~ Registration with Commanding General, Eighth Army consists of:

(1) Applying for registration and operator's permit at the office of nearest Provost Marshal in the area where applicant resides.

(2) Presenting satisfactory proof of legal ownership.

(3) Receiving a certificate of registration

Commander-in-Chief, United States Army Forces, Pacific (Attention: Chief Provost Marshal) a list of such motor vehicles. The list should contain the following information:

(a) Make, color and type of vehicle.

(b) Motor number.

(c) Type and serial number of identifying plaque.

(2) Identification: Such motor vehicle should bear a plaque or plate securely attached to the vehicle, or painted markings in lieu thereof, which will identify them as pertaining to the Government concerned. Vehicles should bear a registration serial number if more than one is in use. These identifying markings may be of any desired color but should be large enough to be easily identified at a distance of fifty meters.

d. Motor vehicles, other than diplomatic, privately owned and operated by personnel on duty with attached to or affiliated with, under the jurisdiction of, or affiliated with the Supreme Commander for the Allied Powers, and their dependents, will, upon presentation of proof of ownership, be registered with and furnished identifying plates by the Commanding General, Eighth Army. ~~(See paragraph e below).~~ as follows:

~~e.~~ Registration with Commanding General, Eighth Army consists of:

(1) Applying for registration and operator's permit at the office of nearest Provost Marshal in the area where applicant resides.

(2) Presenting proof of satisfactory proof of legal ownership

(3) Receiving a certificate of registration

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color but should be large enough to be easily identified at a distance of fifty meters.

d. Motor vehicles, other than diplomatic, privately owned and operated by personnel ~~attached to,~~ under the jurisdiction ~~of~~, or affiliated with the Supreme Commander for the Allied Powers, and their dependents, will, upon presentation of proof of ownership, be registered with and furnished identifying plates by the Commanding General, Eighth Army. ~~(See paragraph e below).~~

e. Registration with Commanding General, Eighth Army consists of:

(1) Applying for registration and operator's permit at the office of nearest Provost Marshal in the area where applicant resides.

(2) Presenting proof of ownership.

(3) Receiving a certificate of registration ~~and operator's permit.~~

(4) Receiving registration plates supplied by Commanding General, Occupying Forces.

f. Whenever the title or interest in a vehicle is assigned or transferred, the registration ~~shall~~ expires. A new registration of such vehicle will be accomplished before it is again operated.

g. All motor vehicles not covered in paragraphs a b, c, d, above, ~~are~~ registered by ~~agencies of~~ the Imperial Japanese Government.

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6 Dec. 46

SUBJECT: Registration of Motor Vehicles in Japan

3. Registration and Markings:

* * * * * *

c. Motor vehicles owned or operated in Japan by duly accredited diplomatic representatives, missions or agencies of any of the United Nations, or of neutral or other nations entitled to diplomatic privileges, including motor vehicles privately owned by members of such missions and their official families, will be registered and identified as follows:

exclude enemy nationals

(1) Registration: The senior representative of the government concerned is requested to forward to the Commander-in-Chief, United States Army Forces, Pacific (Attention: Chief Provost Marshal) at the end of each calendar quarter, a list of such motor vehicles. The list should contain the following information:

(a) Make, color and type of vehicle.

(b) Motor number.

(c) Type and serial number of identifying plaque.

(d) Source from which vehicle was obtained and the date obtained.

(2) Identification: Such motor vehicle should bear a plaque or plate securely attached to the vehicle, or printed markings in lieu thereof, which will identify them as diplomatically privileged vehicles of the Government concerned. Vehicles should bear a serial number if more than one is in use. These identifying markings may be of any

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States Army Forces, Pacific (Attention: Chief Provost Marshal) at the end of each calendar quarter, a list of such motor vehicles. The list should contain the following information:

(a) Make, color and type of vehicle.

(b) Motor number.

(c) Type and serial number of identifying plaque.

(d) Source from which vehicle was obtained and the date obtained.

(2) Identification: Such motor vehicle should bear a plaque or plate securely attached to the vehicle, or printed markings in lieu thereof, which will identify them as diplomatically privileged vehicles of the Government concerned. Vehicles should bear a serial number if more than one is in use. These identifying markings may be of any desired color, but should be uniform with respect to vehicles of each nation using them, and should be large enough to be easily identified at a distance of fifty meters.

(3) Change of Status of Vehicles: If diplomatic vehicles hereunder are sold or otherwise transferred to any person or persons not entitled to diplomatic privilege, it is requested that the senior representative of the government concerned inform the Commander-in-Chief, United States Army Forces, Pacific (Attention: Chief Provost Marshal) of such sale or transfer, in order that the registration of such vehicle may be effected.

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Alternate provision to be substituted for Par. (2), Identification:

(2) Identification: Such motor vehicles should bear a plaque, "Corps Diplomatique" securely attached to each vehicle which plaque shall be identified by the letters "CD" and shall be serially numbered. The plaques will be furnished by the Commanding General, Eighth Army, upon application.

This provision will be used if it is decided to have these plaques furnished by SCAP.

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Alternate provision to be substituted for Par. (2),
Identification:

(2) Identification: Such motor vehicles should bear a plaque, "Corps Diplomatique" securely attached to each vehicle which plaque shall be identified by the letters "CD" and shall be serially numbered. The plaques will be furnished by the Commanding General, Eighth Army, upon application.

This provision will be used if it is decided to have these plaques furnished by SCAP.

Japanese
all other persons who are Not

1) members of occupying armed forces
2) employees of occupation authority
3) ~~officials~~ persons in Japan on official for nations except enemy nations
4) Diplomatic missions etc

Koreans
Formosans
Enemy nationals
Japanese
Any nationals not connected with occupation or entitled to

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All other persons who are Not

1) members of occupying armed forces
2) employees of occupation authority
3) ~~officials~~ persons in Japan on official for nations except enemy nations
4) Diplomatic missions etc

Koreans
Formosans
Enemy nationals
Japanese
Any national not connected with occupation or entitled to diplomatic privilege

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GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Civil Intelligence Section, G-2
PUBLIC SAFETY DIVISION

APO 500
11 September 1946

MEMORANDUM FOR: Chief, Public Safety Division.

SUBJECT : Gasoline Rationing In Japan.

1. Continued investigations and conferences reveal that Japan's pre-war and war-time gas rationing system functioned extremely well. Inclosure #1 gives pertinent data on Japanese Gas Rationing.

2. Survey of Japanese Laws, regulations and ordinances concerning motor vehicle operation, conversion from gasoline to char-coal fuel and vice-versa reveals that all regulations dealing with gas rationing and use of substitute fuels were abolished on 15 October 1945 by Ordinance #26 of the Transportation and Communication Department. Therefore at present there is no regulation to prevent a vehicle owner from re-converting his vehicle to gasoline. From observation of the motor vehicles on the streets of Tokyo it is apparant that this conversion is rapidly taking place. Since gasoline consumption by the Japanese is increasing, the demand for gasoline increases in a like manner. Lack of a legitimate fuel supply has created a great Black Market in fuel.

3. Recommendations by Investigator are as follows:

a. Registration of all motor vehicles using the American System. This should include new license plates and a thorough examination of all vehicles for mechanical defects.

b. Institution of a gas rationing system utilizing Japanese who work on rationing during and before the war. An A, B, C coupon system such as we had in the U.S. would be practical.

c. Prohibition of any further reconversion of motor vehicles from char-coal to gasoline. A close check should be made on operators of vehicles which have been previously converted as to their present source of fuel.

d. Installation and operation of check points for the inspection and control of Japanese vehicles. Inspection should include check on gasoline to determine if Military fuel is being used. This examination should include all vehicles not Military, that is Chinese, Korean,etc.

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e. Rigid enforcement of the above listed suggestions. Violators apprehended should suffer confiscation of vehicles and fines and/or prison terms.

John R. Wilson
JOHN R. WILSON
Captain Inf

4 Inclosures:
1. Pre-War and Wartime Rationing.
2. Regulations on Equipment using substitute fuel.
3. Report from Metropolitan Police Board.
4. Motor Vehicle regulations.

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DATA ON
Prewar and Wartime Gasoline Rationing in Japan

1. Organizational chart of the rationing bureau.

Fuel Bureau of the Ministry of Commerce and Industry
- Planning Section
- Petroleum Department
  - Petroleum Rationing Section
  - Artificial Oil Section

Remarks

The Fuel Bureau referred to in this chart is where they determine the total of gasoline supply in the country and the quantitys of gasoline to be rationed according to uses.

Supervision Bureau, Ministry of Railway
- General Affairs Section
- Overland Transport Section
- Railway Section
- Technical Section

Remarks:

It is at the Overland Transport Section given in the above chard that the quantities of gasoline as determined by the Fuel Bureau of the Commerce and Industry Ministry for rationing purposes are further rationed out to the various prefectures.

Each Prefectural Office
- Police Department
  - Traffic Section
  - Others
- Others

Remarks:

The Traffic Section shown in the chart is authorized to distribute among the users of automotive vehicles the gasoline supplied thereto for rationing purposes.

Incl. #1

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Names of the key Officials
in Japanese Gas Rationing

Officials	Names	
Ministry of Commerce and Industry	1938-39	1942-43
Director-General, Fuel Bureau	K. Takeuchi S. Kojima	T. Kususe Y, Hishimuma
Petroleum Dept. Chief	N. Maki H. Suzuki	M. Yamaguchi
Petroleum Rationing Section	H. Tsuda	K. Kozu
Official in charge of Oil Rationing	Y. Yoshida	M. Totoki
Ministry of Railway		
Director of Supervision Bureau	S. Suzuki	E. Sato
Transport Section Chief	K. Kawai	Y. Tazaka K. Shikama Y. Nakamura
Official in charge of this Section	K. Shikama Y. Nakamura	M. Yamada T. Yashida

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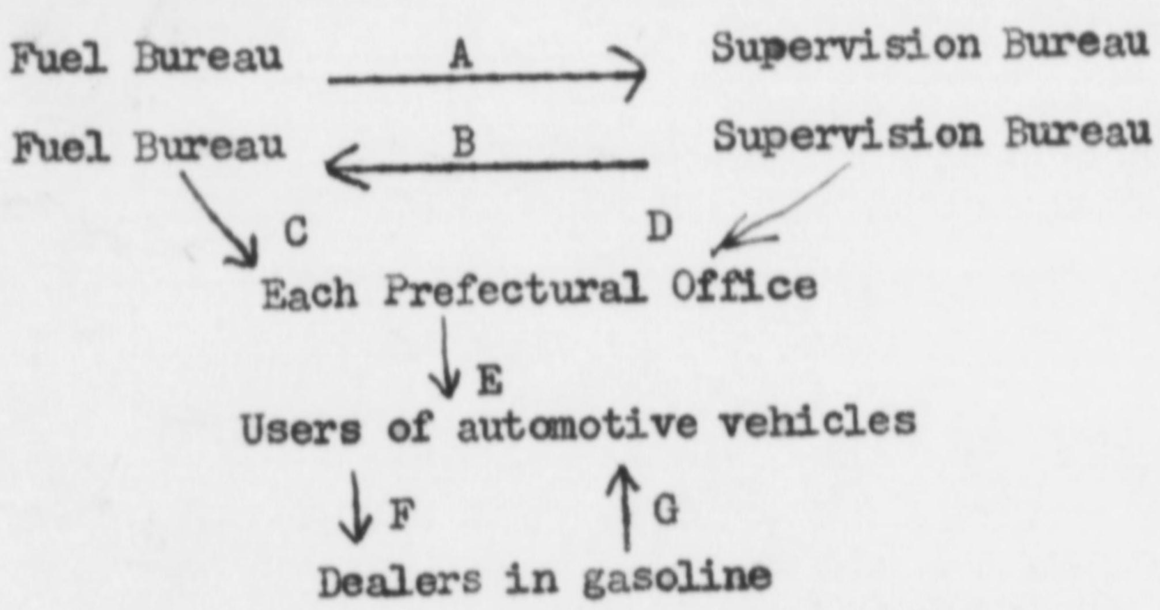
3. Methods used to allocate gasoline (forms, etc.)



A — Notification of the total quantity of gasoline to be rationed as a source of automotive power.

B — Notification of the quantity to be rationed to the prefectural offices.

C — Notification of the scope of issuance of gasoline purchase tickets.

D — Instructions regarding gasoline rationing to various automotive vehicles and also regarding how these vehicles should be employed.

E — Distribution of gasoline purchase tickets among auto companies and users of automotive vehicles.

F-G- Purchase of gasoline.

The rationing and use of gasoline in Japan came into operation in May 1938 in accordance with the provisions of "the Regulations for sale Control of Gasoline and Heavy Oil" issued in 1938 as a Commerce and Industry Ordinance. The operation was within the scope of issuance of gasoline purchase tickets as determined by the Minister of Commerce and Industry.

4.5. What were the punishments for violators apprehended?

Traffic in gasoline on the black market became conspicuous owing to the fact that part of the gasoline stock of the military was released soon after the end of the Pacific War. In prewar days and during the war there existed no such black market in gasoline as became fashionable in postwar days. It is true that those who were given the smaller shares in gasoline rationing occasionally managed to come by an extra quantity from those who were entitled to the larger shares, but then some of sort of vigilance* was exercised in this respect by compelling gasoline users to show on their vehicles certain marks indicative of their license to use gasoline. Violators of this were punished with a suspension of gasoline supply. *(Stamp on windshield).

6. How and when (how frequently) were checks made of public?

The control of gasoline was made for selling in 1938, according to the Regulations for selling of Gasoline and heavy oil, an ordinance of Commerce & Industry Ministry. Thereupon, those who intended to purchase gasoline for use were

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obliged to get a purchasing ticket, applying for same to the prefectural governor. Complying with the decrease in the rationing quantity of gasoline, the delivery of purchasing tickets to auto companies and users of motor Vehicle, was controlled as to be alloted to the most required, imposing a restriction upon the comparative unnecessary and nonurgent uses as follows:

A. Allotment of gasoling to sight-seeing buses was prohibited. (Since June, 1939, traffic of them burning substitutes for gasoline was authorized only). (On Feb. 4, 1939, the directive relating to the check was sent to every prefectural governor by Director of Supervision Bureau, Transportation Ministry, by Director General of Fuel Bureau, Commerce & Industry Ministry, and by Director of Police Affairs Bureau, Home Ministry.).

B. 1. Traffic of sight-seeing buses was wholly prohibited.
2. Passenger automobiles (inclusive of taxies and motor-cars on hire) were prohibited to have the entry of restaurants, theaters, Turfs and places of amusement,etc.
(On Sept. 10, 1940, the directive relating to the preceding clause was sent to every prefectural governor by Director, Land Transport Supervision Bureau, Transportation Ministry, Director-General, Fuel Bureau, Commerce & Industry Ministry and Director, Police Affairs Bureau, Home Ministry).
For the purpose of the regulation, the stationing of cars and service for passengers in the fixed areas were prohibited, and also the entree of Turf in a period of horse-racing was prohibited. Besides, check of automobiles in street was made frequently. These regulations lasted until August, 1941 in which the use of gasoline was partially authorized. (Windshield Stickers).

C. Since Sept., 1940, it was wholly cancelled to allot gasoline to buses, taxies, Motor-cars on hire. Automobiles, authorized for operation, were regulated by the recognition of fixed marks.

7. Who made these checks?

These checks were performed by traffic police officials of each prefectural government on the basis of the foregoing directives.

8. Was the conversion of Motor-Vehicles from gasoline burning to charcoal gas for the motive power Manditory?

Complying with the decrease in the rationing quantity of gasoline, the following directives concerning the conversion of motor vehicles from gasoline burning to charcoal gas were made, in order to secure the transportation capacity of them.

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CONVERSION OF VEHICLES FROM GASOLINE TO CHARCOAL

Date of directive	Buses	Sight-seeing bus	Taxi & Hire and Private Vehicles	Trucks
Feb. 4, 1939	Above 10 cars--no less than 20% of them Above 50 cars--no less than 30% of them	All cars		Above 10 cars--no less than 10% of them Above 30 cars--no less than 20% of them
July 26, 1939	Until March, 1940 Above 10 cars--no less than 30% of them Above 30 cars--no less than 50% of them. Above 50 cars--no less than 70 of them		All cars	(Until Dec. 1939) Above 10 cars--no less than 20% of them Above 30 cars -- no less than 30% of them
September 10, 1940	No less than 70% of all cars owned	Operation of them was checked	Rationing of gasoline was authorized to only auto companies in the fixed category	

(exception for emergency Vehicles (Fire engines-ambulances,etc.)

9. If so, was to reconversion of charcoal gas propelled vehicles to gasoline prohibited?

In regard to the reconversion of charcoal gas propelled vehicles to gasoline, no particular steps were taken to prohibit this. The possibility and probabity of gasoline being sold on the black market by users of trucks to users of taxis and hired cars to which comparatively small quantities of gasoline were allocated was taken into consideration. For this reason those automotive vehicles which were supplied with gasoline on a rationing system or those passenger cars propelled by charcoal gas were compelled to indicate that fact by means of a certain mark (*) to facilitate inspection and control.

(*) Gas rationing stamp and charcoal ration stamps. When both type vehicle were in use, gas burners only carried stamps. Final conversion of all private vehicles to charcoal brought out a new stamp showing authorization to operate.

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Regulations on the equipments using the substitute fuel for oil

(The Commerce and Industry Departmental Ordinance No. 85 2 Oct. 1941)

According to the prescription of the Articles II and III of the Law No. 92 of 1937, the regulations on the equipments using the substitute fuel for oil are provided as follows:

Article V. Those who want to install the equipment to the vehicle provided in the Article I (hereafter this will be mentioned only as the vehicle) shall receive the permission of the prefectural governor. However, in the case of the proviso of the Item I, Article II, when the person who made the equipment wants to install it to the vehicle, this rule is not applicable.

Those who want to get the permission of the preceding item, must present to the prefectural governor a written application for the permission in which the following items are to be stated:

1. The business of the applicant.
2. The classification and the type of the equipment, and the vender.
3. The classification, type, number, and the use of the vehicle to which theequipment is to be installed.
4. The number of the vehicles the applicant possesses and of the vehicles the equipments are installed to. (IF the vehicle to which the equipment is to be installed is to be used in a workshop, the items on the vehicles at the workshop must be stated.)

When the prefectural governor gives permission of the Item I, he must deliver the applicant on exemplification and a copy of a written permission of the form stated in the separate paragraph.

In the preceding three items, "the prefectural governor" means the governor of the prefecture who exercises jurisdiction over the district where the vehicle the quipment is to be installed to is mainly used (if the vehicle is a locomotive or a tram-way-car, the place where the startingpoing of the railroad or the tramway is located.) (in Tokyo Prefecture, the Chief of the Metropolitan Police Board).

INCLOSURE #1

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31 August 1946

TO: Captain John R. Wilson, Public Safety Division.

FROM: Communication Division, Public Peace Section, Metropolitan Police Board.

REPLY:

1. Regulations concerning autos with charcoal-burning or gasoline engines:

   a. Gasoline-engines autos are managed according to the Autos Control Ordinance (a Home Affairs Departmental Ordinance) and in this Board according to the regulations relative to the application of the Autos Control Ordinance (a Metropolitan Police Board Ordinance).

   b. A charcoal-burning auto is a gasoline-engined auto merely added with gas-generating equipments, and this kind of autos are managed according to the Autos Control Ordinance like gasoline-engined autos.

However, in the case of the inspection of vehicles according to the Article XXV of the Ordinance, the stability of the vehicles (in the Article VI of the Ordinance), the prevention of fire (Article IX,) and the prevention of poisonous gas (Article X) are to be especially put stress on.

2 & 3 (Esp. conversion of charcoal-burning auto into gasoline-engined one, and vice versa. Standard of permission, if the permission system is adopted.)

The permission to set up the equipment according to the Article V of the Regulations on the equipments using the substitute fuel for the oil, the Commerce and Industry Departmental Ordinance No. 85 of 2 Oct. 1941, and the inspection of the changing of construction according to the Article XXXII of the Autos Control Ordinance were necessitated; but after the end of the war, the Regulations on the equipments using the substitute fuel for the oil were abolished on 15 Oct. 1945 according to the Transportation and Communication Departmental Ordinance No. 26. Only the inspection of the changing of construction has been executed since then according to the Autos Control Ordinance.

1. The conversion of charcoal-burning autos into gasoline-engined ones had been controled after 1 March 1938, according to the control over the oil consumption, but this restriction was abolished because of the termination of the war. (This control had brought the conversion of the sedans under extreme control, and also the tracks had been permitted to be made newly only on condition that they were equipped with the substitute fuel equipments.).

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2. The conversion of gasoline-engined autos into charcoal burning ones had been possible only when the use of the substitute fuel equipments, allocated by the Commerce and Industry Ministry,had been permitted by the prefectural governor within the limit decided according to the charcoal, coak, and premature coal supply and demand plan of both the Commerce and Industry Ministry and the Agriculture and Forestry Ministry. The Installation of the substitute fuel equipments to be used newly had also been managed in the same way. But after the end of the war, these controls were also abolished on 15 Oct. 1945 in line with the above-mentioned abolition of the regulations on the substitute fuel equipments, and the conversion became to be carried out freely.

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Detailed Rules on Enforcing of Regulation Concerning Engine
No. 42 Metropolitan Police Board Ordinance Oct. 1933

History concerning revision of this Rule
(1 a No. 25 Metropolitan Police Board Ordinance July 1938)
(2 b No. 62 " " " " Oct. 1938)
(3 c No. 6 " " " " Feb. 1941)

I General Rules

1. The notification according to the provision on this rules shall be made within 5 days from the day when the event to notify takes place except in case prescribed especially.

2. The application and notification according to the provision on these rules shall be given the Superintendent-General of Metropolitan Police Board except in case prescribed especially. But, the ones according to the provision on Article XXXVI, XXXX and XXXXX shall be given through the chief of the police station concerned at one's address, except those who do not reside within Metropolitan Police Area.

II Structure and Arrangement

3. The Sound-Arresting arrangement provided on Article XI of the regulation concerning engine shall come under the following items and be efficent enough to arrest the sound amply.

a. As for the capacity of the sound-arrested, the one of the 4 processes type shall be over 5 times and the one of the 2 processes type, over 7½ times the capacity of one cylinder.
But, as for the capacity of the arrester which is recognized to be efficent enough to arrest the sound with a special buffer or cooler in it.
The one of the 4 processes type may be reduced to 2½ times (the one of the motor bicycle, 1½ times) and the one of the 2 processes, 3½ times (the one of the motor bicycle, 2½ times) the capacity of one cylinder.

b. The area of the exhaust-tube shall be within ½ of the smallest section of the exhaust-hole of the engine. The exhaust-hole however, which is divided to many parts or in the irregular shape shall be allowed to become as large as the smallest sect-

except in case prescribed especially. But, the ones according to the provision on Article XXXVI, XXXX and XXXXX shall be given through the chief of the police station concerned at one's address, except those who do not reside within Metropolitan Police Area.

II Structure and Arrangement

3. The Sound-Arresting arrangement provided on Article XI of the regulation concerning engine shall come under the following items and be efficent enough to arrest the sound emply.

a. As for the capacity of the sound-arresteş, the one of the 4 processes type shall be over 5 times and the one of the 2 processes type, over 7½ times the capacity of one cylinder. But, as for the capacity of the arrester which is recognized to be efficent enough to arrest the sound with a special buffer or cooler in it.
The one of the 4 processes type may be reduced to 2½ times (the one of the motor bicycle, 1½ times) and the one of the 2 processes, 3½ times (the one of the motor bicycle, 2½ times) the capacity of one cylinder.

b. The area of the exhaust-tube shall be within ½ of the smallest section of the exhaust-hole of the engine. The exhaust-hole however, which is divided to many parts or in the irregular shape shall be allowed to become as large as the smallest section of the engine exhaust-hole.

c. The sound-arrester shall be solied and not vibrate owing to the engine sound.

4. When the side-light and the light indicating the vacant-car are arranged, the light, under 16 candle-power in brightness shall be used.

5. The motor-car for riding shall be arranged with the proper dome-light.

6. The motor-bus shall be arranged with the violet-light on the two sides in the upper of the forepart.

7. The motor-car shall not be arranged with the light in the outside, except in case provided on the special rule.
The coloured light shall be used, excepting the light according to Article XV and No. 8, Item I, Article LXXI of the regulation concerning engine and Article VIII, IX and the former article.

8. The common motor-car shall be arranged with the direction-indicayor coming under the following items:

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a. The direction shall be indicated by the arrow-shaped or sword-shaped hand.
b. The indicating hand shall be coloured with red and it shall be over 20C.M. long and over 4 C.M. wide at the widest part.
c. Tje indicating hand shall be set in the upper of both ends of the glazed-window in front of the driver-box or in the such part as above, and shall be visible from the back of the direction wanted.
d. The indicating-hand shall not protrude by over 30 C.M. from the widest part of the car.
e. The indicating-hand shall be used only to indicate the direction.
f. The indicating hand shall be made so that it may be lighted inside at night.
g. The direction-indicator shall be such as be handled easily and steadily.

9. The common motor-car shall be arranged with the stop-light coming under the following items:

a. The light shall be coloured with orange and have over 10 candle-power in brightness.
b. The light shall be arranged with on the the back part visible from the following car.
c. the light shall be such as lights of itself in case of the driver managing the brake by foot.

10. The motor-car shall be arranged with the mud-guard coming under the following items:

a. The surface of a mud guard shall be over 2/3 diameters of the whell in length and over 15 C.M. in height.
b. The mud-guard shall be set within 6 C.M. above the earth.
c. The mud-guard shall not be such one as inclines to be brown away or revolve.

11. The common motor-car shall be arranged with the bumper coming under the following items on the fore part and back part of the car:

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9. The common motor-car shall be arranged with the stop-light coming under the following items:

a. The light shall be coloured with orange and have over 10 candle-power in brightness.
b. The light shall be arranged with on the the back part visible from the following car.
c. the light shall be such as lights of itself in case of the driver managing the brake by foot.

10. The motor-car shall be arranged with the mud-guard coming under the following items:

a. The surface of a mud guard shall be over 2/3 diameters of the whell in length and over 15 C.M. in height.
b. The mud-guard shall be set within 6 C.M. above the earth.
c. The mud-guard shall not be such one as inclines to be brown away or revolve.

11. The common motor-car shall be arranged with the bumper coming under the following items on the fore part and back part of the car:

a. The buffer shall be over 7 C.M. in width.
b. The buffer shall not protrude outside of the fender.
c. The buffer shall be 40 C.M. to 45 C.M. above the earth in the horizontal center line, and be cohered to the car frame.

12. The common motor-car shall be arranged with the back-morror and the auto-cleaner of the glazed-window on the proper part.

13. The motor-car shall not be coloured with brownish red.
No car but the fire-engine, the mail-car and the motor bicycle shall be coloured with red.

14. Any advertisment and indication shall not be indicated on the outside of the car except one indicated according to the order or rules.
This, however, does not apply to the truck and the bus under the following items:

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(1) Truck

a. One indicating Address, Name, (or Juridical Person Name), Good's Name, Trade Mark and Trade Name.
b. One with ward, goods name and trade Mark, which are under 30 C.M. in square, indicating Trade Mark one by one in each side of the car.

(2) Bus:

a. One indicating the advertisement, under 45 C.M. in height, under 75 C.M. in width.
b. The indicating part is the backpart of the car.

15. The car which always carries the dangerous object may be ordered to be arranged or constructed especially.

16. The structure and arrangement of the steam-boiler by which mainly the car is driven shall come under the provision on Article XXV of the steam-boiler regulation, No. 20 Home Ministeral Ordinance, April 1935.

17. The motor fire-engine, the watering car, the wire repairing car,etc. may not submit to the provision on Article VII to XII if approved by the Superintendent-General of the Metropolitan Police Board.

18. The provision on Article X shall not apply to the motor bicycle.
That on Article XVI of the regulation concerning engine, not to be small-motor car under Item II, Article XXI of the regulation which is not beyond restriction on Item II, Article XX of it. That on Article XVI of the regulation and Article X of this rule, not to the pulling car, which is aiming at pulling other cars and cart, not being arranged in order to carry man or goods. That on Article XIV to XVIII of the regulation and Article X of this rules, not to the road-roller,etc.
The Road-Roller, the small motor-car and the bicycle with a rear-car (Both, the 2nd and the 3rd, under Item II, Article XXI of the regulation) (except one is over 1500 K.g in gross wight) shall have one series of brake, and the small motor-car and the motor bicycle with a rear car under Item II, Article XXI of the regulation shall have one head-light and the small motor-car and the motor bicycle may be arranged with the car-number in the back part only.
The motor bicycle with a side-car or with a rear-car (over 170 C.M. in

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16. The structure and arrangement of the steam-boiler by which mainly the car is driven shall come under the provision on Article XXV of the steam-boiler regulation, No. 20 Home Ministeral Ordinance, April 1935.

17. The motor fire-engine, the watering car, the wire repairing car,etc. may not submit to the provision on Article VII to XII if approved by the Superintendent-General of the Metropolitan Police Board.

18. The provision on Article X shall not apply to the motor bicycle.

That on Article XVI of the regulation concerning engine, not to be small-motor car under Item II, Article XXI of the regulation which is not beyond restriction on Item II, Article XX of it. That on Article XVI of the regulation and Article X of this rule, not to the pulling car, which is aiming at pulling other cars and cart, not being arranged in order to carry man or goods. That on Article XIV to XVIII of the regulation and Article X of this rules, not to the road-roller,etc.

The Road-Roller, the small motor-car and the bicycle with a rear-car (Both, the 2nd and the 3rd, under Item II, Article XXI of the regulation) (except one is over 1500 K.g in gross wight) shall have one series of brake, and the small motor-car and the motor bicycle with a rear car under Item II, Article XXI of the regulation shall have one head-light and the small motor-car and the motor bicycle may be arranged with the car-number in the back part only.

The motor bicycle with a side-car or with a rear-car (over 170 C.M. in width), having only one head-light shall be arranged with a side-light at outer-end of the side-car or the rear car. The Road Roller's car number shall be marked on one proper part only.

19. The provision on Article IV to IX and XI to XIV shall not apply to the motor-car driving mainly in other prefectures than the Metropolice.

III Inspection

20. One who wants to drive a motor-car temporarily owing to inspection, trial or forwarding, shall send in two applications of No. 1 Mode stated on the separate paragraph to the Chief of the competent police station of the car's location, and shall be given a permit and be lent the plate of temporary license.

Upon driving, a driver shall carry about the permit and indicate the plate in the visible part of the fore and back of the car, and upon ceasing to drive, he shall sent back the plate without delay.

21. One who wants to submit the motor-car to inspection according to the provision on Article XXV of the regulation concerning engine shall send in the application of No. 2 mode on the separate paragraph.

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In case the car is garaged in the others garage, the meaning of approval shall be stated on the proper part of the above application.

22. In case one wants to use the motor-car that passed the car inspection as a kind of merchandise according to the provision on Item II, Article XXVII of the regulation concerning engine, the user shall apply with the joint signature of the buyer, filling in the application of No. 3 mode stated on the separate paragraph accompanied by the certificate of the car inspection.

23. Omitted.

24. The notification according to the provision on Item I, Article XXX of the regulation concerning engine shall be done with No. 5 mode stated on the separate paragraph, being accompanied by the certificate of the car inspection.

25. The notification according to the fore provision on Item II, Article XXX of the regulation concerning engine shall be done with No. 6 mode stated on the awparate paragraph, being accompanied by the certificate of the car inspection.

The notification according to the kind provision on the above Item, with No. 7 mode stated on the separate paragraph, being accompanied by the certificate of the car inspection.

26. One who wants to submit to the inspection according to the provision on Article XXXII of the regulation concerning engine shall apply for it with the application of No. 8 mode stated on the separate paragraph accompanied by the certificate of the car inspection. In above case, when the mentioned items on the certificate of the car inspection get different from the fact, that certificate shall be revised.

27. When the motor-car with side-car is driven temporarily without the side-car, the kind provision on Item I, Article XXVI of the regulation concerning engine shall apply in this case.

28. Omitted

29. The car-number plate shall be shown in the given part to the same measure and mode as the Superintendent-General of the Metropolitan Police Board directs.

This provision shall also apply to the address and name of a driver of the motor-car for public riding.

30. Except in case prescribed on Article XXIIII, XXV, and Item II, Article XXV, when the mentioned items on the certificate of the car inspection get def-

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aparate paragraph, being accompanied by the certificate of the car inspection.

The notification according to the kind provision on the above Item, with No. 7 mode stated on the separate paragraph, being accompanied by the certificate of the car inspection.

26. One who wants to submit to the inspection according to the provision on Article XXXII of the regulation concerning engine shall apply for it with the application of No. 8 mode stated on the separate paragraph accompanied by the certificate of the car inspection. In above case, when the mentioned items on the certificate of the car inspection get different from the fact, that certificate shall be revised.

27. When the motor-car with side-car is driven temporarily without the side-car, the kind provision on Item I, Article XXVI of the regulation concerning engine shall apply in this case.

28. Omitted

29. The car-number plate shall be shown in the given part to the same measure and mode as the Superintendent-General of the Metropolitan Police Board directs.

This provision shall also apply to the address and name of a driver of the motor-car for public riding.

30. Except in case prescribed on Article XXIIII, XXV, and Item II, Article XXVI, when the mentioned items on the certificate of the car inspection get defferent from the fact, one shall apply for amendment with the notification of No. 9 mode stated above accompanied by the certificate of the car inspection.

31 One who wants to have the certificate re-delivered as he lost or damaged it, shall send in the application of No. 10 mode stated on the separate paragraph.

32. The maximum carrying capacity of the truck shall be marked with white on the visible part of the back.

33. As for the motor-car under No. 2, Item I Article on the regulation concerning engine, A right triangle shall be marked with white line (3 c.m. in width) on the back-parts surface of the fender over the hink-wheel or on the visible part of the back (in case the triangle can not be marked on the fender).

The above white triangle shall be 20 C.M. in width of one side.

34. One who wants to send back the certificate of the car inspection in accordance with the provision on No. 1 or No. 4, Item 1, Article XXXVI of the regulation concerning engine, shall send back it with the notification of No. 11 stated on the separate paragraph.

35. On submitting the car to inspection, one shall be under the direction of the competent official.

awparate paragraph, being accompanied by the certificate of the car inspection.
The notification according to the kind provision on the above Item, with No. 7 mode stated on the separate paragraph, being accompanied by the certificate of the car inspection.

26. One who wants to submit to the inspection according to the provision on Article XXXII of the regulation concerning engine shall apply for it with the application of No. 8 mode stated on the separate paragraph accompanied by the certificate of the car inspection. In above case, when the mentioned items on the certificate of the car inspection get different from the fact, that certificate shall be revised.

27. When the motor-car with side-car is driven temporarily without the side-car, the kind provision on Item I, Article XXVI of the regulation concerning engine shall apply in this case.

28. Omitted

29. The car-number plate shall be shown in the given part to the same measure and mode as the Superintendent-General of the Metropolitan Police Board directs.
This provision shall also apply to the address and name of a driver of the motor-car for public riding.

30. Except in case prescribed on Article XXIIII, XXV, and Item II, Article XXVI, when the mentioned items on the certificate of the car inspection get defferent from the fact, one shall apply for amendment with the notification of No. 9 mode stated above accompanied by the certificate of the car inspection.

31 One who wants to have the certificate re-delivered as he lost or damaged it, shall send in the application of No. 10 mode stated on the separate paragraph.

32. The maximum carrying capacity of the truck shall be marked with white on the visible part of the back.

33. As for the motor-car under No. 2, Item I Article on the regulation concerning engine, A right triangle shall be marked with white line (3 c.m. in width) on the back-parts surface of the fender over the hink-wheel or on the visible part of the back (in case the triangle can not be marked on the fender).
The above white triangle shall be 20 C.M. in width of one side.

34. One who wants to send back the certificate of the car inspection in accordance with the provision on No. 1 or No. 4, Item 1, Article XXXVI of the regulation concerning engine, shall send back it with the notification of No. 11 stated on the separate paragraph.

35. On submitting the car to inspection, one shall be under the direction of the competent official.

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IV License

36. One who has changed the main driving place into under the jurisdiction of the Metropolitan Police Board, shall notify of that with the notification of No. 12 mode stated on the separate paragraph, ones photo, the license for driving and its copy.

Photo shall be as under:

> Taken within 6 months before notification, Carte de Visite, (Frontal bust without hat) described the date of photographing on the other side without a mount.

37. One who acted dishonestly on application or examination for the license or was found driving without the license, even though one notify of according to the above provision, shall be ordered not to drive before termination of the term (6 months from the day one was accusted).

One who wants to have ones license examined according to B, Article XXXXV of the regulation concerning engine, shall send in the application of 2, No. 12 mode stated on the separate paragraph with the license for driving to the chief of the competent police station under which one resides, except one who does not live under the jurisdiction of the Metropolitan Police Board. As for the irregular examination for the license according to the provision on Item II, Article XXXXV of the regulation concerning engine, the date and place of examination shall be announced especially.

38. One who wants to have the license or the temporary one for driving redelivered because of loss, shall apply for it with the application of No. 13 mode on the separate paragraph accompanied by one's photo.

39. When a driver changes his permanent domicile, address or name, or the matters concerning his military service changes, he shall send in the notification of No. 14 mode on the separate paragraph and have his license amended.

This provision shall also apply in case of the change of the permanent domicile or address owing to administrative dividing.

When a driver takes his task, he shall send in the notification of B. No. 14 on the separate paragraph accompanied by the license for driving to the chief of the competent police station under which he resides to have the license mentioned of that.

40. One who sends back the license or the temporary license for driving according to the provision on No. 1, 3, 4, Item I Article XXXXIX shall add the license or

of the regulation concerning engine, shall send in the application of 2, No. 12 mode stated on the separate paragraph with the license for driving to the chief of the competent police station under which one resides, except one who does not live under the jurisdiction of the Metropolitan Police Board. As for the irregular examination for the license according to the provision on Item II, Article XXXXV of the regulation concerning engine, the date and place of examination shall be announced especially.

38. One who wants to have the license or the temporary one for driving redelivered because of loss, shall apply for it with the application of No. 13 mode on the separate paragraph accompanied by one's photo.

39. When a driver changes his permanent domicile, address or name, or the matters concerning his military service changes, he shall send in the notification of No. 14 mode on the separate paragraph and have his license amended.

This provision shall also apply in case of the change of the permanent domicile or address owing to administrative dividing.

When a driver takes his task, he shall send in the notification of B. No. 14 on the separate paragraph accompanied by the license for driving to the chief of the competent police station under which he resides to have the license mentioned of that.

40. One who sends back the license or the temporary license for driving according to the provision on No. 1, 3, 4, Item I Article XXXXIX shall add the license or the temporary one to the notification of No. 15 on the separate paragraph.

V How to Drive

41. The motor-car shall be driven on the road having the effective width of over $2\frac{1}{2}$ times the car's body in width.

This, however, does not apply to the raod having the effective width of over $1\frac{1}{2}$ times the car's body on which two cars can go by each other.

42. The motor-car under No. 1, Item I, Article LI of the regulation concerning engine shall run at velocity of under 40 k.m. (24.85 miles) per hour in the street. A driver shall not drive his car to outrun the car in front of him, which is running at velocity of over 40 k.m. (24.85 miles) per hour. This, however, does not apply to driving the motor fire-engine or the first relief car. The motor fire-engine or the first relief car may run at maximum velocity of 65 k.m. (40.38 miles) per hour.

The maximum velocity of the car driven on the roadway of the car shall be prescribed especially. In case of a proviso on the above article, the car shall run at velocity of under 15 k.m. (9.32 miles) per hour.

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43. The motor-car, on running, shall not splash filthy water or mud to other's trouble.

44. The car shall be loaded with such goods as not to hamper driver's view.

45. One who wants to get an approval of the chief of the competent police station at the place of departure according to the provision on a proviso of Item I, Article LXIII or on Item II, Article LXXI of the generation concerning engine shall send in the application of No. 16 mode on the separate paragraph and get the delivery of permit.

The permit given according to the above provision shall be indicated on the visible part in the front of the car upon transportation.

46. The motor-car shall not be garaged anywhere but its own garage.

This, however, does not apply to the car without goods, gasoline or petroleum, and the owner or user of three of cars as under:

(The small motor-car.
(The motor bicycle.
(The motor tricycle.
(The motor bicycle with side-car.

VI Pull of the car

47. The pulling arrangement or the construction for pulling the car prescribed on Item I, Article LXXI shall come under the following items.

a. The materials adopted for connection shall have the anti-pressure power of over 5 times the maximum pulling power of the puller.
b. The connection arrangement shall be one acting all right.
c. The connection arrangement shall not be one vibrating beyind necessary to neutralize the shock.

48. In case more than 2 cars are pulled, connected each other, each car shall have a automat for change of direction.

This, however, does not apply to the car with a handler or one approved to do without in the given place.

49. In case one has an approval according to the provision on Item II, Article LXXI of the regulation concerning engine, one may not come under the provision on No. 228, Item I, Article LXXI of the regulation concerning engine.

In case the length of cars with the pulled car is under 7 M, one may not

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(The motor bicycle.
(The motor tricycle.
(The motor bicycle with side-car.

VI Pull of the car

47. The pulling arrangement or the construction for pulling the car prescribed on Item I, Article LXXI shall come under the following items.

a. The materials adopted for connection shall have the anti-pressure power of over 5 times the maximum pulling power of the puller.
b. The connection arrangement shall be one acting all right.
c. The connection arrangement shall not be one vibrating beyind necessary to neutralize the shock.

48. In case more than 2 cars are pulled, connected each other, each car shall have a automat for change of direction.

This, however, does not apply to the car with a handler or one approved to do without in the given place.

49. In case one has an approval according to the provision on Item II, Article LXXI of the regulation concerning engine, one may not come under the provision on No. 228, Item I, Article LXXI of the regulation concerning engine.

In case the length of cars with the pulled car is under 7 M., one may not come under the provision on No. 426, Item I, Article LXX of the regulation concerning engine

VII License for starting work. (50 and 51 Omitted)

CHAPTER VIII

Penal Regulations

Article LII Article I (the term of report), Article III (muting equipments), Article IV (side-lamps, disengagement sign card illuminator), Article V (inside lamps), Article VI (purple lamps), Article VII (lamplight restriction), Article VIII, (direction indicators), Article IX (stop-lamp), Article XI (buffers), Article XII (back-mirror, wiping implements), Article XIII (painting), Article XIV (advertisement), Article XX (temporary running), Article XXII (use of autos which are merchandise), Article XXIX (vehicle number, indication of the driver's name), Article XXX (alteration of items described in the vehicles inspection license), Part 2 of Article XXXIX (report of driver's commencement of work), Item II of Article XLII (outstripping), Article XLIII (scattering of mud and muddy water), Article XLIV

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(Visual field), Item II of Article XLV (indication of license), Article XLVI (housing in the car-shed), Article XLVII (structure fit for traction), and Article XLVIII (equipments to control the tracted auto); the offender of these prescriptions in the above-mentioned articles and of the orders in conformity with the prescription of the Article XXXV (indications from the concerned officials) shall be detained or fined. The instigator or abetter of such conduct shall be managed in the same way.

Additional Rules

Article LIII This ordinance is enforced from 1 Nov. 1933. However, the prescriptions concerning the Article VI (purple lamps), Article VIII (direction indicators), Article IX (stop-lamp), Article XI (buffers), Article XII (back-mirror, wiping implements), Article XIII (painting), Article XXVIII (indication of vehicles inspection license), and the prescription concerning the situation of the license plate according to the prescription in the latter part of the Item I, Article XXXI of the Control Ordinance are executed from 1 May 1934.

Article LIV The regulations relative to the application of the Autos Control Ordinance (Metropolitan Police Board Ordinance No. 28, July 1928) and the regulations concerning the license of the auto driver (Metropolitan Police Board Ordinace No. 27, July 1932) are abolished.

Article LV Those who ask for the entry of the classification of the auto into the vehicles inspection license according to the prescription of the Item II, Article LXXXVII of the Control Ordinance, must present a written application of the form No. 17 stated in the seperate paragraph.

Article LVI. Those who ask for the entry of the classification of the permission in the auto driving license according to the prescription of the Item II, Article XC of the Control Ordinance, must present a written application of the form No. 18 stated in the seperate paragraph.

Article LVII Omitted (B)

Article LVIII If any auto which was executed the vehicles inspection before the time of the enforcement of this ordinance and is used at present, conflicts with the prescriptions of the Article XIV (advertisment) or the Article XLVI (housing in the carshed), it must be remade as to accord with the prescriptions of this ordinance by 31 Oct. 1934.

Article LIX Those who got the first-grade driving license before the enforcement of

Article LIV The regulations relative to the application of the Autos Control Ordinance (Metropolitan Police Board Ordinance No. 28, July 1928) and the regulations concerning the license of the auto driver (Metropolitan Police Board Ordinace No. 27, July 1932) are abolished.

Article LV Those who ask for the entry of the classification of the auto into the vehicles inspection license according to the prescription of the Item II, Article LXXXVII of the Control Ordinance, must present a written application of the form No. 17 stated in the seperate paragraph.

Article LVI. Those who ask for the entry of the classification of the permission in the auto driving license according to the prescription of the Item II, Article XC of the Control Ordinance, must present a written application of the form No. 18 stated in the seperate paragraph.

Article LVII Omitted (B)

Article LVIII If any auto which was executed the vehicles inspection before the time of the enforcement of this ordinance and is used at present, conflicts with the prescriptions of the Article XIV (advertisment) or the Article XLVI (housing in the carshed), it must be remade as to accord with the prescriptions of this ordinance by 31 Oct. 1934.

Article LIX Those who got the first-grade driving license before the enforcement of this ordinance and make application according to the Article XL of the Control Ordinance, have driven a special auto within six days before the application, the fact must be stated in the written application.

Article LX Those who got the driving license before the enforcement of this ordinance and make application according to the prescriptions of the Article XL of the Control Ordinance so as to be delivered more than two kinds of driving licenses, shall annex to the written application photographs one more than the number of the kinds of licenses.

Additional rules.

This ordinance is executed from 1 August 1938. (A)
This ordinance is executed from the day of the promulgation (B).
This ordinance is executed from 15 March 1941. (C)

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GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Civil Intelligence Section, G-2
PUBLIC SAFETY DIVISION

APO 500
28 August 1946

MEMORANDUM FOR: Chief, Public Safety Division

SUBJECT : Conference with Colonel Moore, Petroleum Officer, G-4

1. For the purpose of further investigation of gasoline rationing in Japan, Captain Wilson and the undersigned on this date contacted Major Harper and Colonel Moore of the Petroleum Section G-4. The following information was obtained from a brief informal interview.

2. At present a SCAP directive is being prepared to prohibit non-essential gasoline consumption. The directive prohibits the use of gasoline for:

a. Vehicles in parades and demonstrations
b. Private recreation
c. Excursion buses
d. Motor-boat recreation

The directive also forbids the conversion of charcoal-burning vehicles to gasoline.

3. Major Turner stated that a gas rationing system is being planned similar to that used in the United States during the war. A 3 inch square gummed sticker will be issued to all vehicles needing gasoline and the driver will be given a card bearing his name, address and business or occupation.

4. In revising this directive, the Petroleum Section has discovered that Japanese vehicles are not registered but that the owners are registered. (i.e. A Japanese at present may have his registration and license plates but no automobile, and it is possible that he may be drawing gasoline for sale on the black market) For the above reason Colonel Moore believes that the new gasoline rationing system must be put into effect in conjunction with a system of vehicle registration. A system of vehicle registration must be established with every vehicle being required to take a mechanical efficiency test (brakes, lights, visibility, etc) before a license would be issued.

5. Colonel Moore states that he is working with the Provost Marshal on creating a new system of vehicle registration. It will take from 4 to 6 months to set up a registration bureau to register every vehicle in Japan.

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6. Colonel Moore stated that he is interested in any information concerning the Japanese wartime rationing system. The investigation is continuing.

Lucian L. Rocke Jr.
LUCIAN L. ROCKE JR.
2nd Lt. M. I.

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GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Civil Intelligence Section, G-2
PUBLIC SAFETY DIVISION

APO 500
27 August 1946

MEMORANDUM FOR: Chief, Public Safety Division

SUBJECT : Report on methods of securing and distribution of gasoline by Japanese Ministries.

1. Pursuant verbal instructions received from Major Smith, the undersigned officer proceeded to the Home Ministry, and interviewed Mr. Toyokawa, Liaison officer. Present during this interview were: Mr. Miyao, translator and Mr. Sakoda, assistant to Mr. Toyakawa.

2. In this preliminary interview general questions on the subject of securing and allocating of gasoline within the Home Ministry were asked. Following this interview, this officer checked with Mr. Sekimori, the administrative secretary of the Public Works Bureau of the Home Ministry, who is in charge of the alloting of gasoline to the various bureaus of the Home Ministry throughout Japan. Present also was Mr. Mizuno, secretary from the Finance Bureau, which is charged with supervision of the vehicles at the Tokyo Office. Final interview was held with Mr. Kawajiri, Commerce secretary of the Ministry of Commerce and Industry. Mr. Kawajiri is charged with the allocation of gasoline to the various Japanese Ministries.

3. Following information was obtained:

a. Gasoline is alloted on a monthly basis to the various Ministries by the Ministry of Commerce and Industry. The Ministries, in turn, are responsible for the allocation of gasoline within themselves.

b. To secure gasoline each Ministry submits to the Ministry of Commerce and Industry an estimate of the gasoline necessary for the month's operations. Mr. Kawajiri working in conjunction with the Petroleum Advisory Group of G-4, SCAP cuts or increases gasoline allocations so that the total consumption will balance with the expected supply of fuel for the month. (Sample allocation sheet is attached)

c. Upon receiving their allocation, the various Ministries re-allocate their supply with in themselves. Actual physical handling of gasoline is accomplished through the "JIDOSHA KIHATSU TOSEGAISHA" or Petroleum Distribution Company operating under the Supervision of the Ministry of Commerce and Industry.

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d. Mr. Sekimori gave the description of gasoline distribution within the Home Ministry. He supervises the allocation of gas to the various bureaus on the basis of the number of passenger cars in use and on the importance or amount of work being done by the particular bureau. Emphasis is given to any work being done for SCAP.

e. Gasoline for use in Tokyo is secured in bulk from the PDC and stored in tanks at the Home Ministry. A type of trip ticket is used to dispatch the vehicles. However, neither the gasoline gauges nor the speedometers are in operating condition in the majority of the Home Ministry vehicles. Therefore, milage is estimated or trips are described by the places visited. Gasoline is measured by placing a stick in the tank to determine how full it may be. Mr. Mizuno admitted that it was possible that some of the gasoline was being pilfered and not being used for official business. (Sample trip ticket attached)

4. The distribution of gasoline to Ministries and Bureaus outside of Tokyo To is handled by the Petroleum Distributing Company in the following manner:

a. Once the PAG and the Ministry of Commerce arrive at the figures for the allotment of gasoline the various Ministries and PCD Hqs are notified of the allotments. The Ministries make their breakdown for the outlying offices and these figures are submitted to PCD Hqs thru the Ministry of Commerce. PCD in turn advises its agents in the branch offices of the quantity of gas alloted to each branch of the various ministries in their area and the gasoline is issued to the interested parties.

5. In the case of the Home Ministry no records or reports are received in Tokyo covering milage or trips made by their branch offices. Nor does the Ministry of Commerce received milage reports from the various Ministries.

6. In an interview on 26 August 1946 with Mr. Spence and Mr. Daniels of the Petroleum Advisory Group, Lt. Rocke and the undersigned obtained the following information:

a. It is the opinion of these gentlemen that the main source of illegal gasoline is the various contractors who are doing work for the occupation forces. Their method to secure the gas, works in this manner: The contractor approaches his local gas source with a request for 500 K-Liters of gasoline to perform such and such a job for the allied forces. The Ration Board investigates and finds that 300 K-Liters should be sufficient and cuts down the contractors request. The contractor then goes to the officer (allied) in charge of the project on which he is working and states that he (the contractor) cannot continue on the job since his gas ration has been cut and requests aid in getting more gas.

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The Officer in charge, being interested in getting his work done and not being concerned with gas rationing or shortages, routess a note or a requisition to the Petroleum Distributing Company ordering them to give more gas to the contractor and the PDC complies. This gives the contractor 200 K-Liters with which to sell or use illegally.

b. Any observer on the streets of Tokyo will note more and more the Jap-charcoal burning vehicles being converted to gasoline. There are also several Jap operated "Sightseeing" Busses in operation. Numerous gasoline burning private vehicles are in operation about this city. All these vehicles are operating on illicitely obtained gasoline. The source is one of the two possible. (1) Gas secured as outline above or (2) gas purchased from the military illegally. (3) Since all US Military gas contains lead and is colored (ie red gas) the use of check points for Jap vehicals and a severe penalty for those caught burning "red gas" would tend to eliminate the Military gas from the black market. Naturally, a diterminded attempt to discover and punish the Military Personnel selling gasoline to the Japs, should be made. More authority should be given to the PDC to enforce their decisions in the rationing of gas.

7. I have been informed by Mr. Spence that Colonel Moore of G-4 is preparing a directive for SCAP dealing with gas rationing. The colonel will be contacted in an effort to secure data on exactly what this directive will cover.

8. It was also pointed out to me by the PAG officials that previous to the war the Japanese had an extremely efficient gas rationing system and that no apparant reason exists to prevent them from again placing it in effect except their own indifference which apparantly stems from the fact that the allied forces are supplying the gas for the shortages that exist.

John R. Wilson

JOHN R. WILSON
Capt. Inf.

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COPY

Sent No. 61, A.

DATE: July 20, 1946

TO: (each) Chief of the Secretariate Finance Section.
Chief of each engineering branch-offices.
Chief of the Geographical Inspection Board.
Chief of each local administration offices.

FROM: Chief of the National Engineering Planning Bureau, (Kokudo-Kyoku)
Home Ministry.

SUBJECT: The allotment of petroleum for the government offices' use for Aug. 1946.

On the subject above-mentioned, the allotment has been decided as shown in the accompanying list. I hope you take adequate measures.

NOTE ON THE ENFORCEMENT

The allotment list must be filled according to the accompanying lists I & II, and it must be added to this letter.

~~40~~ 33

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

TO: Chief of the Mining Bureau, Commerce & Industry Ministry.

FROM: Chief of the National Engineering Planning Bureau.
(Kokudo-Kyoku)

SUBJECT: The sending of the allotment list of petroleum for the government offices' use for Aug. 1946.

On the above-mentioned subject, the decision has been made as shown in the accompanying lists. Please take adequate measures to arrange the spots.

NOTE ON THE ENFIORCEMENT: Send this with the copies of the accompanying lists I & II added.

LIST OF PETROLEUM ALLOTMENT FOR AUG. 1946

for the general government offices' use — the Home Ministry

Prefecture distributed	Species of oil	name of the office	amount alloted: basic portion for the government use	amount alloted: those carried from the autos portion	amount alloted: those relating to the Occupation Forces	amount alloted: total	remarks: 120 litres ticket	remarks: 18 litres ticket	remarks: 5 litres ticket
	volatile oil		litres	litres	litres	litres			
	lamp oil								
	light oil								
	B heavy oil								
	isolation oil								
	spindle oil								
	machine oil								
	oil for internal combustion engines								
	cilinder oil								
	dynamo oil								
	CHASSIS oil								
	coupling grease		kgs.	kgs.	kgs.	kgs.			
	gear grease.		kgs.	kgs	kgs.	kgs.			

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Allotment list of oils for Aug. in the se

For Government Use. (For general use.) (

Prefectures distributed.	Name of the Government office alloted.	Volatile oil. amount	180 litres ticket	18 litres ticket	5 litres ticket	amount
Miyagi	North-eastern Engineering Branch-Office	180		10		140
do.	North-eastern district Administration Office	360		20		—
Chiba	Kanto Engineering Branch-Office	360		20		162
do.	Geographical Inspection Board	360		20		—
Tokyo	Finance Section, Home Ministry	2,220	12		12	—
do.	Engineering Experimental Station	180		10		36
do.	Kanto district Administration Office	360		20		—
Aichi	Central district Engineering Branch-Office	180		10		158
do.	Tokai-Hokuriku (East Coast & Northern district) Administration Office	360		20		—
Osaka	Kinki Engineering Branch-Office	180		10		162
do	Kinki district Administration Office	360		20		—
Hiroshima	Chugoku-Shikoku Engineering Branch-Office	180		10		180
do.	Chugoku-Shikoku district Administration Office	180		10		—
Fukuoka	Kyushu Engineering Branch-Office	180		10		162
do.	Kyushu district Administration Office	360		20		
	Total	6,000	12	210	12	1,000

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g. in the second quarter of 1946.
(measurement unit : litres)

Lamp oil.					Light oil.				Heavy
5 litres ticket	amount	180 litres ticket	18 litres ticket	5 litres ticket	amount	180 litres ticket	18 litres ticket	5 litres ticket	amount	180 litres ticket
	140		5	10	288		16		360	
	—								—	
	162		9	0	20		16		590	
	—								—	
12	—				288		16		—	
	36		2		72		4		—	
	—								—	
	158		6	10	288		16		540	
	—								—	
	162		9	0	280		16		540	
	—								—	
	180		10		288		16		540	
	—								—	
	162		9		200		10	4	430	
									—	
12	1,000		50	20	2,000		110	4	3,000	

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lt oil.			Heavy oil				machine oil.	Oil for internal combustion engines	coupling grease (Kgs)
0 litres ticket	18 litres ticket	5 litres ticket	amount	180 litres ticket	18 litres ticket	5 litres ticket			
	16		360		20		378	162	60
			—				36	18	
	16		590		30	10	396	234	60
			—				44	36	
	16		—				126	396	60
	4		—				90	90	20
			—				36	18	
	16		540		30		378	216	20
			—				36	18	
	16		540		30		216	216	50
			—				36	36	
	16		540		30		378	162	50
			—				36	18	
	10	4	430		20	14	378	162	50
			—				36	18	
	110	4	3,000		160	24	2,600	1,800	370

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寫

発甲第六一號
昭和二十一年七月二十日

官房會計課長
各土木出張所長
地理調査所長
各地方行政事務局長
内務省国土局長

宛（各通）

昭和二十一年八月分官廳用石油類割當に關する件

標記の件に關して別紙の通割當を決定致しましたから宜敷く御取計れたい

大日本帝國政府

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

施行注意

別表(一)(二)に依り割高表に記入添付のこと

(折上り固定規格B5(一八二×二五六)耗)

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案二

商工省鑛山局長 宛

国土局長

昭和二十一年八月分官廳用石油類割当表送付に関する件

標記の件に関して別紙の通り決定致しましたから現物手配方宜敷く御取計願ひます

大日本帝國政府

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

施行注意

別表(一)(二)寫を添付発送のこと

(折上り國定規格 B5 一八二×二五七粍)

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昭和三十年八月分 石油割當表

一般官廳用

内務省

配給府縣	油種類	事務所名	割當量 官需用基本分	自動車部門中ヨリ	進駐軍費係用	計	摘要 一八〇立券	一八立券	五立券
	揮発油		立	立	立	立			
	灯油								
	軽油								
	B重油								
	絶縁油								
	スピンドル油								
	マシン油								
	内燃機油								
	シリンダー油								
	ダイナモ油								
	台車油								
	カップグリース油								
	ギヤーグリース油								

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昭和二十一年度第二・四半期八月分石油類割当表

官需　（一般用）　（単位

配給府縣	割当官廳名	揮発油				燈	
		數量	180立券	18立券	5立券	數量	180立券
宮城	東北土木出張所	140		10		140	
〃	東北地方行政事務局	360		20		-	
千葉	関東土木出張所	360		20		162	
〃	地理調査所	360		20		-	
東京	本省會計課	2,220	12		12	-	
〃	土木試験所	180		10		36	
〃	関東地方行政事務局	360		20		-	
愛知	中部土木出張所	180		10		158	
〃	北陸地方行政事務局	360		20		-	
大阪	近畿土木出張所	180		10		162	
〃	近畿地方行政事務局	360		20		-	
廣島	中国土木出張所	180		10		180	
〃	中国地方行政事務局	180		10		-	
福岡	九州土木出張所	180		10		162	
〃	九州地方行政事務局	360		20			
	合計	6,000	12	210	12	1,000	

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油類割当表

（単位 立）

燈油				軽油				重油	
數量	180立券	18立券	5立券	數量	180立券	18立券	5立券	數量	180立券
140		5	10	288		16		360	
-								-	
162		9		288		16		590	
-								-	
-				288		16		-	
36		2		72		4		-	
-								-	
158		6	10	288		16		540	
-								-	
162		9		288		16		540	
-								-	
180		10		288		16		540	
-								-	
162		9		200		10	4	430	
								-	
1,000		50	20	2,000		110	4	3,000	

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油	重油				マシン油	内燃機油	カップグリース油(缶)
立券	数量	180立券	18立券	5立券			
	360		20		378	162	60
	-				36	18	
	590		30	10	396	234	60
	-				44	36	
	-				126	396	60
	-				90	90	20
	-				36	18	
	540		30		378	216	20
	-				36	18	
	540		30		216	216	50
	-				36	36	
	540		30		378	162	50
	-				36	18	
4	430		20	14	378	162	50
	-				36	18	
4	3,000		160	24	2,600	1,800	370