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

FORMS USED FOR GAS RATIONING (JAP)

INCL. 1/ Trip Ticket - (Home Ministry)
2/ Supply + Demand Plans (Commerce Ministry)
3 Petroleum allotment (Home Ministry

SAMPLE TRIP TICKET (Home ammunition)

Name of the day , day , month , weather , number of the vehicle , name of the driver .

classification	time	speedometer	fuel	amount of supplied lubricating oil	disordered parts	management of the disordered parts	opinion & wish concerning the management
leaving the car-shed	.	kms, mls	litres				
entering the car-shed	.	kms, mls	litres	litres			

names of the places of departure, arrival, & passed through.	time of departure	time of arrival	the time required	the distance covered (km. or ri.)	amount of fuel supplied	amount of fuel expended	amount of fuel remained	name & seal of the person who used & rode on the car.
	.	.	.	.	litres	liters	liters	
	.	.	.	.				
	.	.	.	.				
	.	.	.	.				
	.	.	.	.				
	.	.	.	.				
	.	.	.	.				

other notes

remarks

T. N. The table on the other side of the sheet is the same with this.

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

TRIP TICKET

月　日　曜日　天候　　車輛番號　　運轉者氏名印

區分	時刻	走行粁	燃料	潤滑油補給量	故障個所	左に対する処置	左に対する意見
出庫		粁里	立				
入庫		粁里	立	立			

駕者及経由地名	発時刻	着時刻	所要時間	走行粁里	燃料補給量	燃料消費量	燃料残量	乗使用者氏名印

其他		備考	

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

(A) 1

Plan of demand and supply for September 1946

(gas)- Aug. 14 '46. The Petroleum Section, Mining Bureau.

		volatile oil	lamp-oil	light oil	heavy oil No.1	heavy oil No.2	lubricating oil	viscous oil	total
SUPPLY POWER	internal production	2,300	2,000	750	5.500	300	2,500	100	13,450
	stock	—	2.188	—	—	35	5,600	398	8,221
	amount carried down from Aug.'s proportion	—	—	2.691	19.492	—	—	—	22,183
	amount carried from the readjustment of the previous import plan (July ~ Aug.)	1,900	—	4.000	—	—	—	—	5,900
	import	12,900	—	7.000	24.000	—	—	—	43.900
	total	17.500	4.188	14.441	48.992	335	8.100	498	93,654
ALLOTMENT	autos	11.500		35			920	11	12,466
	ships	58	141	290	9.965		876	9	11.339
	lamps		1.174						1.174
	agriculture & forestry	104	743	1,387	187		324	11	2.756
	reclamation of waste land	270	360	540			144	3	1.317
	fishery	80	400	2.600	16.500		1,200	12	20.792

(to be continued)

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(B)

			Volatile oil	lamp-oil	light oil	heavy oil No. 1	heavy oil No. 2	lubricating oil	viscous oil	total
ALLOTMENT	Sanitation			400						400
	GOVERNMENT USE	government railway	35	20	60	100	40	495	20	770
		harbours	2	4	6	50		34	3	99
		beach-parching	7	1	4	20		6	1	39
		engineering work	104	39	18	50		30	3	244
		government offices	62	41	72	190		135	8	508
		total	210	105	160	410	40	700	35	1.660
	PUBLIC CORPORATION	local public use	20	12	2	15		27	3	79
		engineering work	112	34	20	75		24	4	209
		rehabilitation of war damages	50		43			3	3	99
		harbours	8	10	15	40		30	2	105
		fire-service		4				1		5
		total	190	60	80	130		85	12	557

(to be continued)

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(c)

	Volatile oil	lamp-oil	light oil	heavy oil No.1	heavy oil No.2	lubricating oil	viscous oil	total
relating to the Occupation Forces	150	115	120	1,500		* 445 162	5	2,497
foreign countries' government organs	7					1		8
mining, industry, & others	1,100	690	660	2,453	295	3,243	400	8,841
total	13,669	4,188	5,872	31,145	335	8,100	498	63,807
the amount carried forward	3,431		8,569	17,847				29,847

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

P.A.G → (G4)

P.D.C

昭和二十一年九月分需給計

		揮発油	灯油	軽油	一号重油	二
供給力	国内生産	2,360	2000	750	5,500	
	在庫	—	2,188	—	—	
	八月残繰越	—	—	2,691	19,492	
	輸入計画分修正(7-8月)	1,900	—	4,000	—	
	輸入	12,900	—	2,000	24,000	
	合計	17,100	4,188	14441	48,992	
配給	自動車用	11,500		35		
	船舶用	58	141	290	9,965	
	灯火用		1,174			
	農林用	104	743	1,387	187	
	開墾用	270	360	540		
	水産用	80	400	2,600	16,500	
	保健衛生		400			
官需用	国鉄	35	20	60	100	
	港湾	2	4	6	50	
	干拓	7	1	4	20	
	土木	104	39	18	50	
	官庁	62	41	72	190	
	小計	210	105	160	410	
公共団体	地方公共	20	12	2	15	
	土木	112	34	21	75	
	戦災復興	50		43		
	港湾	8	10	15	40	
	消防		84	〃	〃	
	小計	190	60	80	130	
進駐軍関係		150	115	120	1,500	
外国政府機関		7	—	—	—	
⑥ 鉱工業其他		1,100	690	660	2,453	
合計		13669	4,188	5,872	36,145	
繰越		3,431		8,569	17,847	

Min. of Transport Kaiun-kyoku (E 11)

Min. of Forestry & Ag.

Welfare Ministry

Govt's

Local

Relating to C.C. & other than auto uses

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

P.D.C (Petroleum Dept. GO)
Okura Bldg.

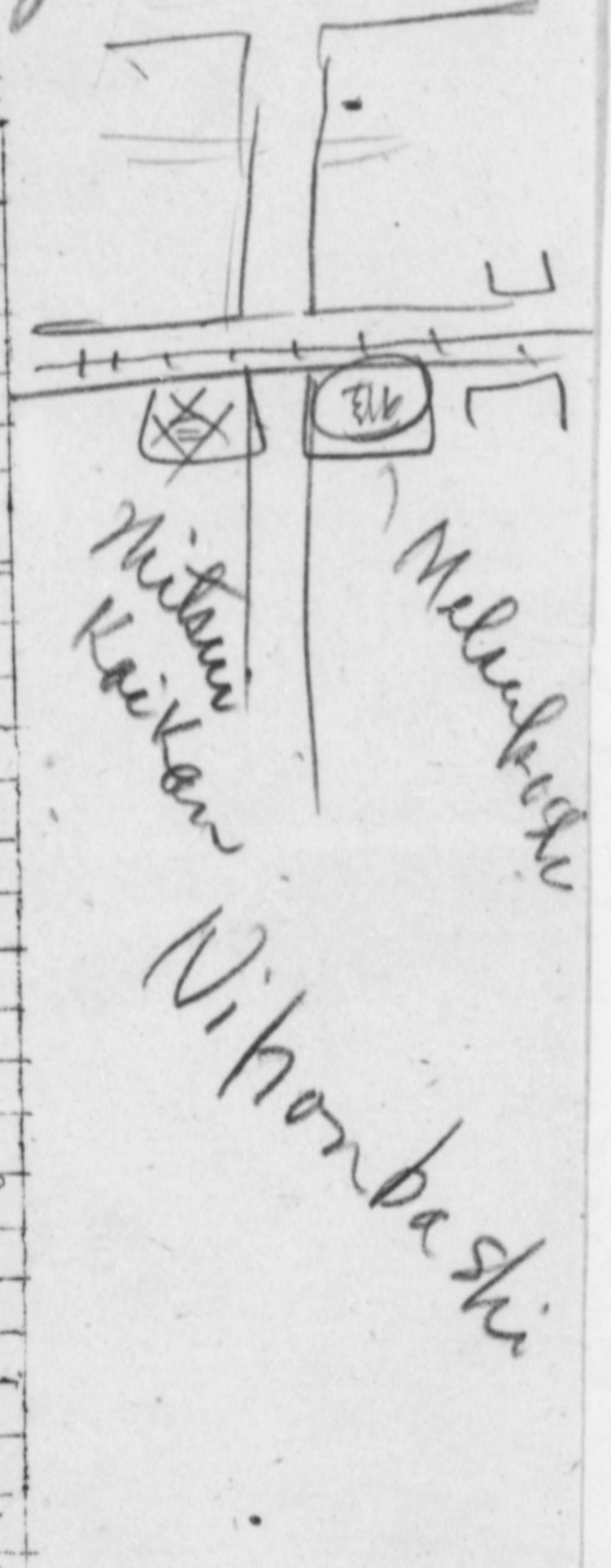
昭和二十一年九月分需給計画　　統制品石油表 21.8.14

油	灯油	軽油	一号重油	二号重油	潤滑油	半口体油	合計
2	2000	750	5,500	300	2,500	100	13,450
	2,188	—	—	35	5,600	398	8,221
	—	2,691	19,492	—	—	—	22183
2	—	4,000	—	—	—	—	5900
0	—	2,000	24,000	—	—	—	43900
	4,188	14441	48,992	335	8,100	498	93,654
0		35			920	11	12,466
8	141	290	7,965		876	9	11,339
	1.174						1.174
4	743	1,387	187		324	11	2756
0	360	540			144	3	1,317
0	400	2,600	16,500		1,200	12	20,792
	400						400
5	20	60	100	40	495	20	770
2	4	6	50		34	3	99
7	1	4	20		6	1	39
4	39	18	50		30	3	244
2	41	72	190		135	8	508
0	105	160	410	40	700	35	1,660
0	12	2	15		27	3	79
2	34	20	75		24	4	269
		43			3	3	99
8	10	15	40		30	2	105
	14	"	/		1	/	5
0	60	80	130		85	12	557
0	115	120	1,500		445	5	2497
7	—	—	—	—	1	—	8
0	690	660	2,453	295	3,243	400	8,841
9	4,188	5,872	36,145	335	8,100	498	63,807
51		8,569	17,847				29,847

Nittan Kaikan
Nihonbashi

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

D.C (Petroleum Dept. 80)
Okura Bldg.



月分 売約計画 鉱山号石油部 21.8.14

油	一号重油	二号重油	潤滑油	半口体油	合計
0	5,500	300	2,500	100	13,450
	—	35	5,600	398	8,221
1	19,492	—	—	—	22,183
0	—	—	—	—	5900
0	24,000	—	—	—	43900
1	48,992	335	8,100	498	93,654
35			920	11	12,466
0	7,965		876	9	11,339
					1,174
87	187		324	11	2,756
40			144	3	1,317
0	16,500		1,200	12	20,792
					400
0	100	40	495	20	770
6	50		34	3	99
4	20		6	1	39
8	50		30	3	244
2	190		135	8	508
0	410	40	700	35	1,160
2	15		27	3	79
20	75		24	4	269
43			3	3	99
15	40		30	2	105
	1		1		5
70	130		85	12	557
20	1,500		445	5	2497
—	—	—	1	—	8
60	2,453	295	3,243	400	8,841
72	36,145	335	8,100	498	63,807
69	17,847				29,847

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

20 Aug '46.

Memo for Col Pulliam

Figures in hands of Lt Col Diamond of the Enforcement Liaison Branch, Price Control Rationing Div, ESS indicate that following hoarded materials were recovered from all sources in Japan during period Feb - June 1946:

Food	61, 902, 744.00
Petroleum	37, 265, 114.00
Textiles	436, 492, 741.00
Miscellany	241, 863, 143.00
Total	* 777, 523, 742.00

full details to follow.

WHS

31

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

Source Mr. Jillson, Chemicals & Minerals Group, Import-Export Division E & S. Section

	Kilo-liters	Barrels	Gallons
December	1869	11,756	493,752
January	2936	18,467	775,614
February	2337	14,699	617,358
March	3012	18,945	795,690
April	2956	18,593	780,906
May	3086	19,410	815,220
June	3331	20,951	879,942
July	19,527	122,821	5,158,482

Note: Production goes up in summer and down in winter

1947 Total estimate 35,500 Kiloliters 223,295 bbls. 9,378,390 gals

Conversion Factors 6.29 bbls = 1 Kilo-liter

42 gals = 1 bbl. Conversions accomplished PSD

1940 -	53000	358530	15,058 260
1941 -	34000	339660	14,065 720

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

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

C I C S P O T R E P O R T

Hour: 1900
Date: 18 November 47

SUBJECT: CIC Vehicle Recovered.

TO : Chief, CIS

1. Details:

a. Headquarters First CIC Region reports the 1-4 ton truck assigned to Capt R. E. Tharp, First Region Headquarters, which was stolen at 2130 hours, 17 November 1947, was recovered at about 1030 hours, 18 November 1947, by Military Police.

b. The vehicle was undamaged, First CIC Region reported.

2. Remarks: Reference is made to CIC Spot Report, 1050 hours, 18 November 1947, Subj: CIC Vehicle Stolen.

3. Action Taken: Investigation is continuing with theft of vehicle.

L. L. M.

CONFIDENTIAL

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

file

PUBLIC SAFETY DIVISION
ROUTING SLIP

FROM: Major Smith		DATE: 26 July 1947
1	Chief of Division	
	Asst. Chief of Division	
	Executive Officer	
4	Administrative Officer	
	Administrative Assistant	
2	Police Branch	
	Rural Police Branch	
	Communications Branch	
	MS and RMS Branch	
	Fire Branch	
	Prison Branch	
	Stat. and Anal. Branch	
3	Legal Branch	
	Message Center	
	CIS; G-2	
FOR:	Information XX	Comment
	Necessary action	Return
	Approval	Dispatch
	Signature	Bulletin Bd.
	Initials	File XX

REMARKS:

SEE NOTE ON OPPOSITE SIDE

VB. 36

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

Concerning the Vehicle Inspection of a Motor Vehicle

The plan which let the (Land Transportation Superintendent Bureau)(the Motor Vehicle Office as an organ of its subordination) of the Ministry of Transportation be carried out the vehicle inspection of a motor vehicle is unsuitable judging from the following points:

1. The jursidiction of the Land Transportation Superintendent Bureau of the Ministry of Transportation has been concerned with the land transit, and the items as to the motor vehicle industry have been excluded from it, as the jursidiction of the Ministry of Commerce and Industry.

2. The words "Unyusho Rikuuun Kanrikyoku" are being translated into English as "High way Traffic and Private Railway Supervision Bureau, Ministry of Transportation", but the words of translation are mistaken. The words are meant the land transit, but they do not have the meaning as "the highway traffic".

3. Accordingly, so-called the Land Transportation Superintendent Bureau (the Motor Vehicle Office as an organ of its subordination) of the Ministry of Transportation in Japan is different from the Motor Vehicle Bureau of the State of America; it is not an organ which performs the general administration for motor vehicles (Specially, such as the registration, inspection and patrol), but it is the Covernment Office which controlls the land transit and in accompanying of it, the materials (Such as gasoline, and tires) are being distributed.

The Road Transit Act of this time, also, will be the laws and provisions of controll for the land transit duly. They are not the ones which are called as the Motor Vehicle Act in America.

2. If the Ministry of Transportation wants to take charge of the vehicle inspection, it must prove the vital necessity of the inspection by it from the viewpoint of land transit and the necessity must be more essential than that of the vehicle inspection by police. However, the inspection of lights, brakes, alarm-horns, tires, etc. is made for the safety of traffic, which is one of objects of police, and has nothing to do with the land transit. Or if various standards of motor vehicles are examined, it is the duty of the Commerce and Industry Ministry, for the production of motor vehicles is under the control of said office.

Besides these matters, what does the Ministry of Transportation intend to regulate for land carriage?

Especially, as for private motor-cars, what does the Ministry intend to inspect?

3. Up to the present, the inspection of motor vehicles and the affairs concerning the granting of licences to chauffeurs have been the duties of the Home Ministry and prefectural police. They have plentiful experience and equipment. But the Transportation Ministry lacks them. The vehicle inspection has hitherto been made within a limit necessary for traffic safety. And it is believed that even at present the inspection within the said limit is of cource the duty of police.

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

After the termination of the war, the Home Ministry and prefectural police, in cooperation with the Allied Forces, is checking traffic accidents to the minimum. Toward this the inspection of imperfect motor vehicles by police contributed very much. In nowaday Japan where there are so many superannuated vehicles, the vehicle inspection for the prevention of traffic accidents is indispensable. If this important vehicle inspection be transferred from the Home Ministry and prefectural police, which have enough experience and equipment, to the Transportation Ministry lacking in experience and equipment, traffic accidents will increase very much.

4. Especially, as the policeman on the streets works under direction of the director of prefectural police division, the business connection to the motor vehicle office becomes ~~necessarily wrong~~ bad. Therefore, the business connection between the inspection on the streets and the inspection held seasonally or temprorally by the motor vehicle office also becomes worse. This ill business connection occurs because of the difference of organization between the motor vehicle office and the Motor Vehicle Bureau the U.S.A.

Moreover, from the stand points of burglary prevention and other crime prevention, it is better to provide the motor vehicle card, in which plate number and engine number are written, after executing vehicle inspection in each prefectural police.

5. Finally, we heard an unfavourable reputation concerning the alotment of Kerocine and tyres by the motor vehicle office of Transportation Ministry. It is also said that the Transportation Ministry has irresponsibily changed ticket punchers to the motor vehicle office; and it has made a disturbance of business bringing trouble to people generally. The reason of why the transportation Ministry wants to take the business of motor vehicle inspection, about which it did not even talk at the control era before and during the war, is of object to change superflous officials to the office by way of extending its power in the good name of necessity. Finally, we think it is anti-democratic idea that the Transportation Ministry, which has out-door service of rail-way and government motor vehicle lines, undertakes the control of civil transportation with power much greater than in the control era before and during the war.

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

Concerning the Vehicle Inspection of a Motor Vehicle

"Rikuun Kanrikyoku"

The plan which let the Land Transportation Superintendent Bureau (the Motor Vehicle Office as an organ of its subordination) of the Ministry of Transportation be carried out the vehicle inspection of a motor vehicle is unsuitable judging from the following points:

1. The jursidiction of the Land Transportation Superintendent Bureau of the Ministry of Transportation has been concerned with the land transit, and the items as to the motor vehicle industry have been excluded from it, as the jursidiction of the Ministry of Commerce and Industry.

2. The words "Unyusho Rikuuun Kanrikyoku" are being translated into English as "High-way Traffic and Private Railway Supervision Bureau, Ministry of Transportation", but the words of translation are mistaken. The words are meant the land transit, but they do not have the meaning as "the highway traffic".

3. Accordingly, so-called the Land Transportation Superintendent Bureau (the Motor Vehicle Office as an organ of its subordination) of the Ministry of Transportation in Japan is different from the Motor Vehicle Bureau of the State of America; it is not an organ which performs the general administration for motor vehicles (Specially, such as the registration, inspection and patrol), but it is the Government Office which controlls the land transit and in accompanying of it, the materials (Such as gasoline, and tires) are being distributed.

The Road Transit Act of this time, also, will be the laws and provisions of controll for the land transit duly. They are not the ones which are called as the Motor Vehicle Act in America.

2. If the Ministry of Transportation wants to take charge of the vehicle inspection, it must prove the vital necessity of the inspection by it from the viewpoint of land transit and the necessity must be more essential than that of the vehicle inspection by police. However, the inspection of lights, brakes, alarm-horns, tires, etc. is made for the safety of traffic, which is one of objects of police and has nothing to do with the land transit. Or if various standards of motor vehicles are examined, it is the duty of the Commerce and Industry Ministry, for the production of motor vehicles is under the control of said office.

Besides these matters, what does the Ministry of Transportation intend to regulate for land carriage?

Especially, as for private motor-cars, what does the Ministry intend to inspect?

3. Up to the present, the inspection of motor vehicles and the affairs concerning the granting of licences to chauffeurs have been the duties of the Home Ministry and prefectural police. They have plentiful experience and equipment. But the Transportation Ministry lacks them. The vehicle inspection has hitherto been made within a limit necessary for traffic safety. And it is believed that even at present the inspection within the said limit is of cource the duty of police.

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

After the termination of the war, the Home Ministry and prefectural police, in cooperation with the Allied Forces, is checking traffic accidents to the minimum. Toward this the inspection of imperfect motor vehicles by police contributed very much. In nowaday Japan where there are so many superannuated vehicles, the vehicle inspection for the prevention of traffic accidents is indispensable. If this important vehicle inspection be transferred from the Home Ministry and prefectural police, which have enough experience and equipment, to the Transportation Ministry lacking in experience and equipment, traffic accidents will increase very much.

4. Especially, as the policeman on the streets works under direction of the director of prefectural police division, the business connection to the motor vehicle office becomes ~~necessarily wrong~~ bad. Therefore, the business connection between the inspection on the streets and the inspection held seasonally or temprorally by the motor vehicle office also becomes worse. This ill business connection occurs because of the difference of organization between the motor vehicle office and the Motor Vehicle Bureau the U.S.A.

Moreover, from the stand points of burglary prevention and other crime prevention, it is better to provide the motor vehicle card, in which plate number and engine number are written, after executing vehicle inspection in each prefectural police.

5. Finally, we heard an unfavourable reputation concerning the allotment of Kerocine and tyres by the motor vehicle office of Transportation Ministry. It is also said that the Transportation Ministry has irresponsiblly changed ticket punchers to the motor vehicle office; and it has made a disturbance of business bringing trouble to people generally. The reason of why the transportation Ministry wants to take the business of motor vehicle inspection, about which it did not even talk at the control era before and during the war, is of object to change superflous officials to the office by way of extending its power in the good name of necessity. Finally, we think it is anti-democratic idea that the Transportation Ministry, which has out-door service of rail-way and government motor vehicle lines, undertakes the control of civil transportation with power much greater than in the control era before and during the war.

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

file

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

APO 500

2 April 1948
(date)

SUBJECT: Notification of Scheduled Maintenance.

TO: Col. H. B. Pulliam
Public Safety Division

1. Vehicle No. 143846, (~~on Memorandum Receipt~~) (assigned) to your section, is scheduled for its regular monthly, ~~semiannual~~ maintenance on 15 April 1948,
(Date)

2. It is requested that this vehicle be delivered to the (~~Cargo Vehicle Pool~~) (Personnel Vehicle Pool) on the above date, between the hours of 0730 and 0900.

3. The driver will report to (~~Truck~~) (Sedan) (~~Jeep~~) Operations Office to receive the Work Order Request and necessary instructions concerning disposition of the vehicle.

4. When Scheduled Maintenance has been completed, personnel concerned will be called to (~~Truck~~) (Sedan) (~~Jeep~~) Operations Office to pick up their vehicle.

5. Request that weekly check be performed, as per TM 37-2810 (after operation service as noted on reverse of WD Form 48 - Trip Ticket) and returned to appropriate Operations Office.

Charles L. Simpson
CHARLES L. SIMPSON
Lt Col, Ord
Operations Officer

AGM 43 (8 Jan 48)

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

File

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

APO 500

2 April 1948
(date)

SUBJECT: Notification of Scheduled Maintenance.

TO: Col. H. B. Pulliam

1. Vehicle No. 142474, (~~on Memorandum Receipt~~) (assigned) to your section, is scheduled for its regular ~~monthly~~, semiannual maintenance on 16 April 1948,
(Date)

2. It is requested that this vehicle be delivered to the (~~Cargo Vehicle Pool~~) (Personnel Vehicle Pool) on the above date, between the hours of 0730 and 0900.

3. The driver will report to (~~Truck~~) (Sedan) (~~Jeep~~) Operations Office to receive the Work Order Request and necessary instructions concerning disposition of the vehicle.

4. When Scheduled Maintenance has been completed, personnel concerned will be called to (~~Truck~~) (Sedan) (~~Jeep~~) Operations Office to pick up their vehicle.

5. Request that weekly check be performed, as per TM 37-2810 (after operation service as noted on reverse of WD Form 48 - Trip Ticket) and returned to appropriate Operations Office.

Charles L. Simpson
CHARLES L. SIMPSON
Lt Col, Ord
Operations Officer

HBM 43 (8 Jan 48)

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4

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

CONFIDENTIAL

1123 B
3788
F/E

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

C I C S P O T R E P O R T

CDT
Hour: 0915
Date: 29 Jan 48

SUBJECT: Japanese Mechanic in Accident With CIC Vehicle

TO : Chief, CIS

1. Details:

a. First CIC Region reports YAMAMURA Asaharu, Japanese mechanic employed by that headquarters, while driving ¼-ton CIC motor vehicle on road test, collided with telephone pole three blocks west of regional headquarters, Kyoto, at 1330, 28 Jan 48.

b. Estimate of damage to vehicle as yet undetermined, but vehicle apparently being driven at high speed, First Region reports. YAMAMURA slightly injured on forehead.

c. Accident not discovered until 1545, 28 Jan 48, when vehicle was returned to motor pool by YAMAMURA, who then left for his home without reporting accident. Police were immediately notified and YAMAMURA was apprehended.

2. Remarks: None.

3. Action Taken: YAMAMURA being held by Japanese police for further questioning. Accident being investigated by WOJG PERRY, Safety Officer, First Region. Complete report to follow.

L. L. M.

Public Safety Info

CONFIDENTIAL

Code no 261

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

12146

Misuse of Recreational
Transportation -
Mr. Williams

CIS/PSD/HEP/sm
1 March 1948

PSD CIS 26-5915
Col Pulliam

1. The undersigned has personally read the pertinent facts to the individual named in the report. 1

2. The investigation does not disclose any mitigating or extenuating circumstances concerning the use of recreational transportation in this instance.

3. Recommend that Mr. Williams be denied the privilege of using motor transportation for a period of two months and suspended from duty one day.

2 Incls
1. Ltr from Ass't C of S, G-1, 253.94 (13 Feb 48) GA, subj: "Misuse of Recreational Transportation", w/1 incl.
2. Statement - Mr. Williams, dtd 28 Feb 48.

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

PSD FILE COPY CIS/PSD/HEP/sm

HEP

25 A

25 A

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

COPY

GENERAL HEADQUARTERS
FAR EAST COMMAND
OFFICE OF THE ASSISTANT CHIEF OF STAFF, G-1

COPY

APO 500
13 February 1948

253.94 (13 Feb 48) GA

SUBJECT: Misuse of Recreational Transportation

TO : Assistant Chief of Staff, G-2,
General Headquarters, APO 500

1. The attached report concerning a violation of Staff Memorandums Nos. 32 and/or 62, SCAP and FEC, 1947, in the use of recreational transportation by a civilian on duty with your staff section calls for investigation and action.

2. This action requires that addressee personally read the pertinent facts to the individual named in the report and obtain his oral explanation, provided he does not object. If the allegations referred to in the report are not satisfactorily explained, the individual concerned will then be denied the use of recreational vehicles for a period of thirty (30) days.

3. Report of action taken is desired.

/s/ W. A. Beiderlinden
W. A. BEIDERLINDEN
Brigadier General, GSC
Asst Chief of Staff, G-1

1 Incl.
Rpt of Misuse of Rec Trans re:
T. Williams

COPY

Incl 1

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

COPY

HEADQUARTERS
HEADQUARTERS AND SERVICE GROUP
GENERAL HEADQUARTERS
FAR EAST COMMAND

COPY

APO 500
6 February 1948

SUBJECT: Misuse of Transportation.

TO: Commander-in-Chief, Far East, APO 500
Attn: AC/S, G-1

1. References.

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

Williams, T (NAME) CAF-12 (RANK OR CIVILIAN RATING) CIS (SECTION)

on 1 Feb 48, the following discrepancies were noted:

__ a. Failure to pay driver. (Par 6a, Staff Memo 62) Amount____.

X b. Retained vehicle overtime. (Par 6a, Staff Memo 62) Hours 2 hrs 10Min

__ c. Failure to properly complete trip ticked. (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 GENERAL:

/s/ Gradiule Watus
Lt Col Inf
for
THOMAS F. TAYLOR
Colonel, Infantry
Deputy Commander

COPY

Encl 1 to Encl 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
28 February 1948

SUBJECT: Misuse of Recreational Transportation

TO: Chief, Public Safety Division

1. On 1 February 1948 Mr. Malcolm Morris was my guest for dinner, and after dinner he was in my room for a visit for several hours, and when he decided to leave for his hotel, I called the Motor Pool for a vehicle in my name. I had planned to drive with him to his hotel and back to my hotel, the Dai Iti. When the vehicle arrived, I decided not to go so I requested him to sign my name to the trip ticket. When he left my room, he said he would do so. I thought he would make one stop at the Old Kaijo Hotel then to his hotel, the Yashima. I don't know how long he used the vehicle as I have not been with him since that night. Mr. Morris is with Ordnance GHQ Section. I did not believe he would have use of the vehicle over an hour.

JOE B. C. WILLIAMS
Police Administrator

Encl 2

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

File 3771
10901

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

C I C S P O T R E P O R T

CDT
Hour: 1445
Date: 26 Jan 48

SUBJECT: Vehicle Accident Involving CIC Personnel

TO : Chief, CIS

1. Details:

a. CIC Area 10 reports motor vehicle accident, 24 January 1948, involving SHIMAMOTO Frank, Sgt, RA 36487158, assigned to Area 10, resulted in minor injuries to Sgt SHIMAMOTO and extensive damage to ¼-ton CIC vehicle No. USA 20658829 he was driving.

b. SHIMAMOTO stated that: Accident occurred at 1030 hours, 24 January, on Kizu bridge in Kizu-mura, Kyoto, when he swerved to avoid a three-wheeled motorcycle as vehicles met on narrow, wooden bridge; jeep went over side of bridge, turning over. Collision with motorcycle was avoided.

c. Area 10 reports bridge was under repair at time of accident, but was open to traffic. Rain was falling when accident occurred.

d. Sgt SHIMAMOTO'S injuries did not require hospitalization. Frame of jeep was said to be broken. Report of survey is to to initiated.

2. Remarks: None.

3. Action Taken: Preliminary investigation being performed by Lt STANISLO, Sub-Detachment B, CIC Area 10, and Lt MOORE, Safety Officer, Area 10, Maj BIEDERMAN, Liaison Officer to 25th Inf Div, has been appointed investigating officer by First CIC Region.

Public Safety

C.I.C. 38 7th Inf. Div.

2-5 45 1.1

Code No. 21

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

2. Remarks: None.

3. Action Taken: First CIC Region has appointed Major Moyer, CIC Area 12, as investigating officer to investigate the accident and the death of the Japanese national.

L. L. M.

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

CONFIDENTIAL

350.09 3880
15287
file

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

C I C S P O T R E P O R T

CDT
Hour: 1345
Date: 24 Feb 48

SUBJECT: CIC ¼-Ton Vehicle Accident, Kagoshima Prefecture

TO : Chief, CIS

1. Details:

a. CIC Area 1 reports ¼-ton vehicle, driven by CAMPBELL Thomas A, M/Sgt, 18021472, assigned to Area 1, skidded and went over embankment at Ichiino-mura, Kagoshima Prefecture, at 1430 hours, 22 Feb 48.

b. No one injured. Vehicle damaged.

2. Remarks: None.

3. Action Taken: ALEXANDER Ralph, 1st Lt, 050373, First CIC Region Hqs, has been appointed investigating officer.

L. L. M.

Publications Safety Div

24

451.1
motor vehicles

Code no 553

CONFIDENTIAL

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

file 3828

CONFIDENTIAL

12875

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

C I C S P O T R E P O R T

JB
Time: 1620
Date: 8 Feb 48

SUBJECT: CIC Vehicle Stolen

TO : Chief, CIS

1. Details:

a. At 0945, 8 Feb 48, Maj ATCHLEY Kenneth L, Hq 441st CIC Det, reported the loss of jeep USA # 20768545, bumper markings GHQ 3---846, from in front of Exchange Hotel, Tokyo.

b. Jeep was listed on watchman's list as being in front of hotel at 1830, 7 Feb 48, but was not there at 1930 or thereafter.

c. Jeep was locked.

2. Remarks: None.

3. Action Taken: Tokyo Provost Marshal notified.

L. L. M.

Public Safety

CONFIDENTIAL

451.1 23

Code no 398

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

RSD

File
17 Nov. 47

7037

CIS/PSD/HEP/bb

Motor Vehicle Transportation

CIS G-2 26-6116
Capt. Holton

In compliance with IOM, subject: Motor Vehicle Transportation, G-2, dated 28 October 1947, a graphic justification for the needs and use of motor vehicle transportation in Public Safety Division is submitted. 1

7 Incls:
1. PSD Functional Chart
2. Map #1, w/locations plotted (G-2 only)
3. Map #2, w/locations plotted (G-2 only)
4. Justification for contacts at locations plotted on maps
5. Statement of Experience and Fact
6. Personnel Strength and Vehicles Used by PSD
7. Actual Use Made of Vehicles, PSD

R.S.B.

PSD COMEBACK

CIS/PSD/HEP/bb

22

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

JUSTIFICATION FOR CONTACTS HABITUALLY MADE AT LOCATIONS PLOTTED ON MAPS

POLICE STATIONS: Police Stations are inspected by Police Administrators and Police Investigators, Public Safety Division, at regular intervals, covering all locations at least once every two (2) weeks. In addition, emergency trips are made to police stations. Jeeps are normally used for this purpose.

FIRE STATIONS: All the Fire Stations that are plotted on the maps are Main Fire Stations. In addition to these, there are an average of six (6) sub-stations under the jurisdiction of each Main Fire Station. The sub-stations are not plotted on the maps.

All fire stations are inspected by Fire Administrators and Fire Investigators, Public Safety Division, in accordance with a schedule arranged by the Fire Branch, Public Safety Division, and the Tokyo Fire Department Headquarters approximately every three (3) months. In addition, non-scheduled trips are made in connection with meetings and conferences of Fire Department officials and calls to fires from fire stations and other emergencies. Sedans and jeeps are used for this purpose.

PRISONS: The prisons are surveyed and inspected by Prison Administrators and Prison Investigators, Public Safety Division, as frequently as the opportunity permits. These trips are performed at irregular intervals, many of the trips being emergency. Taxi sedans on dispatch from the GHQ Motor Pools and M/R jeeps and taxi jeeps are used for this purpose.

METROPOLITAN POLICE BOARD: Frequent trips are made to the Metropolitan Police Board by the Division Chief, Executive Group, Police Branch personnel and Fire Branch personnel, Public Safety Division, in connection with activities of Public Safety Division. Sedans and jeeps are used for this purpose.

MINISTRY OF JUSTICE: Daily trips are made to the Ministry of Justice by the Legal Advisor, Public Safety Division. Sedans and jeeps are used for this purpose.

JAPANESE GUARD TRAINING SCHOOL: Trips are made to the Guard Training School whenever a class is in progress by personnel from the Prison Branch, Public Safety Division. Sedans and jeeps are used for this purpose.

Incl 4

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

CIC, NORTON HALL: Frequent trips are made to the CIC Motor Pool in connection with maintenance of motor vehicles on M/V from CIC.

BOAT DOCK FOR PSD BOAT, PS-18B: Trips are made irregularly to the boat dock. These trips are performed in sedans and jeeps by the Administrator, Maritime Safety and Revenue Marine Service Branch, Public Safety Division, and by the officer in charge of operation of boat, PS-18B.

GHQ SUPPLY: Occasional trips are made to GHQ Supply by personnel from the Administrative Branch, Public Safety Division in connection with supplies. A jeep is used for these trips.

64TH ENGINEER TOPOGRAPHICAL BATTALION: Numerous trips are made by enlisted personnel, Public Safety Division, in connection with procuring maps, charts and drafting material. A jeep is used for these trips.

GHQ TYPEWRITER REPAIR SHOP: Trips are made to the Typewriter Repair Shop by enlisted personnel, Public Safety Division, in case typewriters in use by Public Safety Division require repair. A jeep is used for these trips.

FINANCE BUILDING: Numerous trips by sedan and jeep are made to the various installations located in the Finance Building by personnel assigned to all Branches, Public Safety Division.

TOKYO POLICE ACADEMY: Irregular trips are made to the Tokyo Police Academy by the Chief of Division, the Executive Group, and Police Branch, Public Safety Division personnel in connection with Japanese Police Training. Sedans and jeeps are used for these trips.

MINISTRY OF WELFARE: Trips are made irregularly by Prison Branch, Public Safety Division personnel, and by the Legal Advisor, Public Safety Division to the Ministry of Welfare. Sedans and jeeps are used for these trips.

MINISTRY OF COMMUNICATIONS: Trips are made irregularly by Police Branch and Communications personnel, Public Safety Division. Sedans and jeeps are used for these trips.

IMPERIAL UNIVERSITY: Trips are made to the Imperial University, on an average of twice a week, by the Legal Advisor, Public Safety Division, in connection with use of law library. Sedans and jeeps are used for these trips.

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

STATEMENTS OF EXPERIENCE AND FACT

Stand-by motor transportation is necessary in the Public Safety Division for the following reasons:

The Mission of the Public Safety Division is to make surveys and inspections of the police forces, fire fighting organizations, prison systems and Maritime Safety and Revenue Marine Service installations in Japan.

In order for the Public Safety Division to plan the surveys and inspections in advance, utilizing specialist personnel to a maximum, motor transportation must be available at all times to perform the mission in the Tokyo area.

In addition, times when motor transportation was required at a moment's notice have come up in the following cases:

Conferences and meetings, which had not been planned in advance with various Sections of SCAP and officials of the Japanese Government were called for the purpose of observing compliance with public safety policies promulgated by the Supreme Commander for the Allied Powers.

Fire Branch, Public Safety Division, personnel have been called by Tokyo Fire Department and U. S. Army Engineers during large fires both to observe and advise and to conduct investigations at the fire's incipiency.

In addition to the above, Public Safety Division personnel perform many emergency trips to Japanese public safety installations in connection with public safety activities.

Encl 54

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

PERSONNEL STRENGTH AND NUMBER OF VEHICLES, PUBLIC SAFETY DIVISION

PERSONNEL:

Actual Strength:

*	22 Officers
	7 Enlisted Personnel
	33 Department of the Army Civilians
*	62

* Includes 1 Captain, USCG, attached unassigned; 1 Captain on TDY from 72nd Sig Sv Bn, and 1 2nd Lieutenant on TDY from ATIS.

Authorized Strength:

15	Officers
6	Enlisted Personnel
51	Department of the Army Civilians
72	

MOTOR VEHICLES:

1 Sedan on M/R from GHQ Motor Pool for use by Chief of Public Safety Division.

1 Sedan on M/R from GHQ Motor Pool for use by Chief, Maritime Safety and Revenue Marine Service Branch, Public Safety Division.

4 Trucks, 1/4 Ton, 4 x 4, on M/R from CIC Motor Pool.

4 Trucks, 1/4 Ton, 4 x 4, on daily dispatch from CCD Motor Pool.

In addition to the above listed motor vehicles, sedans and jeeps are requested from GHQ Motor Pools when emergency transportation is required.

Incl 6

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

ACTUAL USE MADE OF VEHICLES DURING A 72-HOUR PERIOD

(1) No. 145846, Sedan, on M/R from GHQ Motor Pool
(2) Average Number of Trips Made Per Day - 3
(3) Average Number of Hours Out on Trip - 2.5
(4) Average Number of Miles Traveled per Day - 71
(5) Average Number of Passengers Carried per Day - 2
(6) This vehicle is used by the Chief of Division. The destinations are the various GHQ and Eighth Army installations, in addition to the various offices of the Japanese Government visited in connection with Public Safety Division activities.

(1) No. 142474, Sedan, on M/R from GHQ Motor Pool
(2) Average Number of Trips Made per Day - 2
(3) Average Number of Hours Out on Trip - 3
(4) Average Number of Miles Traveled per day - 81
(5) Average Number of Passengers Carried per Day - 5
(6) This vehicle is used by the Chief, Maritime Safety and Revenue Marine Service Branch, Public Safety Division. The destinations are the various GHQ and Eighth Army installations, including Ports, and, in addition, the Japanese Government agencies charged with the operation of the Japanese Coast Guard.

(1) No. 20554331, Truck, ¼ Ton, 4 x 4, issued on M/R from CIC Motor Pool.
(2) Average Number of Trips Made per Day - 2
(3) Average Number of Hours Out on Trip - 3.5
(4) Average Number of Miles Traveled per Day - 80
(5) Average Number of Passengers Carried Per Day - 2
(6) Vehicle is used in the performance of surveys and inspections of Police Stations, Prisons, Fire Stations, and for making routine official trips to places plotted on maps in connection with all activities of Public Safety Division.

(1) No. 20514485, Truck, ¼ Ton, 4 x 4, issued on M/R from CIC Motor Pool
(2) Average Number of Trips Made per Day - 1
(3) Average Number of Hours Out on Trip - 6
(4) Average Number of Miles Traveled per Day - 40
(5) Average Number of Passengers Carried per Day - 2
(6) Vehicle is used in the performance of surveys and inspections of Police Stations, Prisons, Fire Stations, and for making routine official trips to places plotted on maps in connection with all activities of Public Safety Division.

Incl 74

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

(1) No. 20372381, Truck, ½ Ton, 4 x 4, issued on M/R from CIC Motor Pool
(2) Average Number of Trips made per Day - 4
(3) Average Number of Hours Out on Trip - 1.5
(4) Average Number of Miles Traveled per Day - 24
(5) Average Number of Passengers Carried per Day - 3
(6) Vehicle is used in the performance of surveys and inspections of Police Stations, Prisons, Fire Stations, and for making routine official trips to places plotted on maps in connection with all activities of Public Safety Division.

(1) No. 20732941, Truck, ½ Ton, 4 x 4, issued on M/R from CIC Motor Pool
(2) Average Number of Trips Made per Day - 2
(3) Average Number of Hours Out on Trip - 3
(4) Average Number of Miles Traveled Per Day - 62
(5) Average Number of Passengers Carried per Day - 3
(6) Vehicle is used in the performance of surveys and inspections of Police Stations, Prisons, Fire Stations, and for making routine official trips to places plotted on maps in connection with all activities of Public Safety Division.

(1) Taxi Jeep, Truck, ½ Ton, 4 x 4, on Daily Dispatch from CCD Motor Pool.
(2) Average Number of Trips Made Per Day - 3
(3) Average Number of Hours Out on Trip - 2.5
(4) Average Number of Miles Traveled per Day - 25
(5) Average Number of Passengers Carried per Day - 3
(6) Vehicle is used in the performance of surveys and inspections of Police Stations, Prisons, Fire Stations, and for making routine official trips to places plotted on maps in connection with all activities of Public Safety Division.

(1) Taxi Jeep, Truck, ½ Ton, 4 x 4, on Daily Dispatch from CCD Motor Pool
(2) Average Number of Trips Made per Day - 2
(3) Average Number of Hours Out on Trip - 3
(4) Average Number of Miles Traveled per Day - 150
(5) Average Number of Passengers Carried per Day - 3
(6) Vehicle is used in the performance of surveys and inspections of Police Stations, Prisons, Fire Stations, and for making routine official trips to places plotted on maps in connection with all activities of Public Safety Division.

(1) Taxi Jeep, Truck, ½ Ton, 4 x 4, on Daily Dispatch from CCD Motor Pool.
(2) Average Number of Trips Made per Day - 2
(3) Average Number of Hours Out on Trip- 3
(4) Average Number of Miles Traveled per Day - 110
(5) Average Number of Passengers Carried per Day - 3
(6) Vehicle is used in the performance of surveys and inspections of Police Stations, Prisons, Fire Stations, and for making routine official trips to places plotted on maps in connection with all activities of Public Safety Division

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

(1) Taxi Jeep, Truck, ¼ Ton, 4 x 4, on Daily Dispatch from CCD Motor Pool
(2) Average Number of Trips Made per Day - 3
(3) Average Number of Hours Out on Trip - 2.5
(4) Average Number of Miles Traveled per Day - 30
(5) Average Number of Passengers Carried per Day - 3
(6) Vehicle is used in the performance of surveys and inspections of Police Stations, Prisons, Fire Stations, and for making routine official trips to places plotted on maps in connection with all activities of Public Safety Division.

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

G-2, GHQ
INTER - OFFICE MEMORANDUM

(For use within G-2 only)

ECC/arp

File No.: **Subject:** Motor Vehicle Transportation **Date:** 28 October 1947

FROM: G-2 **TO:** Distribution as Listed **PHONE:** **NAME:**

Comment Number
1

1. G-2 desires to maintain an up-to-date graphic justification for the need and use of motor vehicle transportation throughout the Section.

2. The data submitted in September 1946 is attached (Incl. 1) for revision and return to E/A T.S. & S., G-2, GHQ, FEC, before 15 November 1947.

3. The report should be set up substantially as follows:

a. A functional chart of the element showing its main overall functions, the breakdown, functions of each of its sub-elements, the overall personnel strength and the personnel strength broken down to sub-elements.

b. Map showing thereon all places which are habitually contacted or visited in conduct of work in Tokyo and/or Japan and/or Korea. In some cases more than one map will be required. Locations plotted should be numbered and a sub-table legend prepared to identify each plotted place. If, because of security considerations, it is not practicable to plot certain places nor to identify them, indicate in the legend that "so many" places are habitually visited, but are classified and may not be shown nor identified.

c. A paper supporting the map giving terse, strong, justifying and explanatory reasons for the contacts habitually made at each plotted location, including type of vehicle normally required, how often trips (irregular, regular, urgent or routine) are made and by whom, the purpose or need.

d. A paper containing concise statements of experience and fact which prove operational "control of missions" justifies and requires absolute "control of means". This paper should include, where appropriate, examples of several typical situations where motor transportation was necessary, which developed rapidly, unexpectedly, were urgent in character, time being of the essence, and stating what probably would have resulted had transportation been delayed.

e. A tabulation showing personnel strength of element reporting and number of vehicles by size, type held by it as organic equipment or issued to it on M/R or used by it regularly on daily dispatch.

f. A paper showing as a consolidation the actual use made of all its vehicles during a 72-hour period indicating:

(1) Vehicle number and type.
(2) Average number of trips made per day.
(3) Average number of hours out on trip.
(4) Average number of miles traveled per day.

CIS Public Safety Div.

Permanent Record—Do not Detach

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

G-2, GHQ
INTER - OFFICE MEMORANDUM

(For use within G-2 only)

File No.: **Subject:** Motor Vehicle Transportation **Date:** 28 October 1947

FROM:	**TO:**	**PHONE:** **NAME:**	**Comment Number**

(5) Average number of passengers carried per day. (If not passengers, indicate cargo weight)
(6) General statement as to destinations and purposes requiring the travel.

1 Cont'd.

Incl.
Data Sept 1946

Distribution to:
T/Int
1. Operations
2. Plans & Estimates

WDI
1. WDI Div.
2. TID
3. TIS

CIS
1. Exec Op & Op Div.
2. CCD
3. 441st CIC
4. Public Safety Div.

Jap Liaison
Foreign Liaison
G-2 Exec Gp
G-2 Admin Sect.

for C. A. W.

Permanent Record—Do not Detach

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

1944

GENERAL HEADQUARTERS
UNITED STATES ARMY FORCES, PACIFIC

CHECK SHEET

(Do not remove from attached sheets)

File No.: **Subject:** Motor Vehicle Transportation.

Note No.	From: Public Safety Division CIS, G-2.	To: G-2 ATT: Col. Bethune	Date: 4 September 1946

1. In compliance with G-2 brief, dated 31 August 1946, the following report of Motor Vehicle Transportation is submitted:

1.	Sedan	- Division Chief.
1	Sedan	- Administrator, Maritime Safety and Revenue Marine Service.
* 1	Jeep	- Standby - jeep and routine trips Tokyo & vicinity as indicated on map.
1	Jeep	- Assistant Fire Administrator, Inspection of Fire Stations, Tokyo Area.
* 3	Jeeps	- Routine trips to and from places indicated on map.
7	Jeeps	- On daily dispatch from GHQ & ATIS Motor Pool for use by police Section groups in the survey of the Tokyo Police organization.

Jeeps marked (*) are not assigned to Section but are dispatched on the Priority System to the Section requiring vehicle most.

1 Incl:
1 Area Map.

HEP
H.E.P.

INC 1

AFPAC AGO Form No. 37

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

1. 64th Engineer Topo Bn.
2. Mitsubishi Shoji.
3. 71st Sig. Serv. Bn. Photo Lab.
4. Finance Bldg.
5. Home Ministry.
6. War Ministry.
7. Typewriter Repair Shop.
8. Boat Dock.
9. Ministry of Transportation.
10. Palace Heights.
11. Norton Hall.
12. Economic and Scientific Section.
13. Metropolitan Police Bureau
14. Ministry of Justice.
15. Ministry of Welfare.
16. Kosuge Prison.
17. Finance Ministry.
18. Tokyo Police Academy.
19. Ueno.
20. Fuchu Prison.

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DO NOT DETACH

Hq 441st CIC Det, APO 500

FROM:

TO: Col Baker 2 Oct 47

CO, 441st Hq	( )	Approval	( )
Exec 441st Hq	( )	Signature	( )
Ass't Exec 441st Hq	( )	Initials	( )
Adjutant 441st Hq	( )	Information	(✓)
Personnel Officer	( )	Necessary Action	( )
Assignment Officer	( )	Immediate Action	( )
Chief Clerk	( )	Note & Return	( )
Mag Center	( )	Note & Forward	( )
Chief File Clerk	( )	Comment or Concur	( )
Investigations Dept	( )	Dispatch	( )
Spec Projects Sec	( )	Confer	( )
Plans & Trng	( )	Distr Desired	( )
Off in Chg Tng Sch	( )	File	( )
CO, Hq Det	( )	Other	( )
Supply Officer	( )		( )
Motor Officer	( )		( )
Spec Serv Officer	( )		( )
CO, Area 25	( )		( )
Field Coordinators	( )		( )

REMARKS: _____

Initials [illegible]

DO NOT DETACH

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

FILE

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

CHECK SHEET

Do Not Remove From Attached Sheets

Note No. | File No. | Subject: Motor Vehicle Accidents

FROM: Motor Officer
441 CIC Det
APO 500

TO: Commanding Officer
441 CI C Det

THRU: Col Fieker

DATE: 2 Oct 47
CAW/om

1. The CIS has 16, 1/4 ton vehicles on M/R from this organization. Since 29 Sep 47, 4 vehicles on M/R to the CIS have been involved in accidents, or put out of service through neglect as follows:

a. On 29 Sep 47 vehicle No 20554331--GHQ-3, 831 was involved in an accident and is now deadlined. X

X b. On 29 Sep 47 vehicle No 20372381--GHQ-3, 867 was turned into the CIC Motor Pool with all wiring burned from under the dash. Upon inspection of the vehicle it was found to have no oil in the crank case (no oil pressure showed on oil gage). The engine was so hot that the head was discolored. There is no apparent permanent damage to the vehicle. The vehicle is now deadlined for an exhaust pipe. X

c. On 30 Sep 47 vehcile No 20372381--GHQ-3, 890 was involved in an accident. No damage was done to government vehcile and it was returned to service.

d. On 1 Oct 47 vehcile No 2514485--GHQ-3, 829 X came into the Motor Pool for a change of spare tire. Upon inspection the tire was found to be ruined through neglect by operating vehicle on the flat. This tire may have to be paid for before it can be replaced.

X e. On 2 Oct 47 vehicle No 2514485--GHQ-3, 829, X was involved in an accident on Route 11 and brought back to the Motor Pool by wrecker. The vehicle is deadlined.

2. It is felt that these accidents should not be charged against the 441 CIC Det.

3. At this time there are no vehciles to replace the vehicles listed above unless recreation vehicles of the 441 CIC Det personnel are discontinued.

[redacted]

CAW

Vehicles
560

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

Additional Information - -

1.a. Parked overnite in rear of ATC bldg. Someone ran into it. Left front frame bent.

Left front spring broke.

No investigation has been made as yet.

1.b. This vehicle was driven into our motor pool without oil.

No oil.

No oil pressure.

No hole in oil pan or lines. It is assumed that oil was burnt in the process of driving.

(Burnt between head and muffler.)

1.c. While driving in front of the Diiechi Bldg, the driver of this vehicle collided with another car. The other car was civilian and ~~had~~ RDC'D a dented fender. No damage to jeep.

1.d. Nothing additional.

1.e. Left front wheel destroyed. $100.00

Front differential destroyed.

Steering wheel destroyed.

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

6148

Motor Vehicle Accident
½ ton 4X4 #2514485

CIS/PSD/HEP/sm
10 Oct 1947

PSD C.O., 441st CIC 26-5915
THRU: CIS/G-2 Col Pulliam

1. Attached hereto is report of investigation and allied papers concerning motor vehicle accident which occurred on Highway #2, near 50th Street, about 2330 hours 1 Oct 47. The vehicle involved was a ½ ton 4 x 4 #2514485, property of 441st CIC, and operated by PFC Robert W. Chambers, Co. "C", Staff Bn., Hq & Sv Gp, GHQ, on D.S. with ATIS. 1

2. There does not appear to be sufficient extenuating circumstances to warrant classification of this incident as entirely accidental and without monetary responsibility.

3. In view of the above, recommend that PFC Robert W. Chambers reimburse the Government for the damages incurred to vehicle #2514485 in the amount of $142.67.

4. PFC Chambers has stated that he appreciates his responsibility in this instance and is willing to pay the damage incurred.

4 Incls
1. Drivers Report SF #26.
2. Report of Investigation.
3. Sketch of Area.
4. Form #221, Est Damage due to Accident.

H.E.P.

PSD FILE COPY CIS/PSD/HEP/sm

inter office memo.

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

PSD-file

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

APO 500
3 October 1947

Memorandum:

SUBJECT: Investigation of accident involving ~~PSD~~ CIC # jeep 20514485

~~TO: Lt. Colonel Benton~~

~~FROM: Lt. McCarthy~~

1. The accident occurred about 2330 hours, 1 October 1947, on B Avenue about 300 yards south of 50th Street. PFC Robert W. Chambers was driving ~~the~~ jeep # 2514485 with no other riders. According to Chamber's statement, while driving at about 25 miles per hour he was blinded by the glaring headlights of an oncoming vehicle, swerved to avoid a collision, lost control of the jeep and struck a telephone pole. The other vehicle did not stop and there were no witnesses to the actual accident.

2. However, the Japanese living in the vicinity were attracted by the noise of the crash. Statements were ~~made by two of these, Mr.~~ Ysuda Hatsukako, Omori, Otaku, Minami Senroku, No. 46, and Tomeya, Kayue, Omori, Otaku, Minami Senroku, #45. Their stories agree that the accident happened about 2330 hours, the soldier was alone, and that there was no other vehicle on the scene. Other than this they know nothing.

3. A couple of the Japanese directed PFC Chambers to the home of a Japanese Doctor, but were unable to rouse the Doctor. A party of four (4) Department of the Army civilians picked up Chambers at about 2345 hours and drove him to the dispensary at the 8th Army Signal Corps School, Omori. These men are Arnold A. Chassin, John Yalch, Saul Ruben, and George Saylor, all instructors at the Signal Corps School. Mr. Chassin and Ruben were interviewed and stated they were flagged down by Chambers about 2345 hours on Wednesday night when returning from Tokyo in a weapons carrier. They observed the smashed telephone pole, and the position of the jeep with both rear wheels against the curb about 15 feet north of the pole at right angles to the road. Both men stated there was no perceptible evidence that the soldier was under the influence of alcohol. He was able to climb into the weapons carrier under his own power, but passed out shortly thereafter. He told them the same story about having been blinded by the bright lights of another car.

4. PFC Chambers was treated at the Signal Corps School by T/5 Homer Hartin, who also stated in his opinion Chambers had not been drinking. The O.D. at the Signal Corps School, Lt. Christansen, was called to the dispensary. He states PFC Chambers was sober. Lt. Christansen also stated he reported the accident by phone to the 8th Cavalry and the Tokyo MPB, who said they would report to the Provost

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

Marshal. However, neither of those units had any record of the accident.

5. Chambers' left leg was badly bruised so Captain Miller, Doctor at the Signal Corps School, was called in to examine it for fracture. The investigator was unable to contact Captain Miller, but if necessary he can be reached by phone at Yokohama 48016 or 48164.

6. After treatment, Chambers was driven to his billet at the NYK Building.

7. Chambers' injuries consisted of a cut in the center of the forehead and lacerations of the right hand and left leg.

8. The left front wheel of the jeep was torn off the wheel nuts, the axle was sheared, the left shock absorber smashed, both left front springs demolished, left front mudguard and headlight completely wrecked.

9. Telephone pole No. 62 in front of the "Japanese Silk Store" at #46 Minami Senroku, was split through about 3½ feet above the base, and moved in its foundation about 16 inches, indicating an extremely forceful impact.

10. There are no skid marks on the road to show application of the brakes. However, there is a semi-circular black rubber mark showing where the rear wheels of the jeep swung completely around, leaving the jeep at right angles to the road.

11. The road at the scene of the accident is 53 feet wide, well-paved, in good condition, and dry at the time. Actually there is more than enough room for 4 lanes of traffic. However, about 100 yards south of the scene, in the direction from which Chambers was coming, there is a crest of a rise over which Chambers would not be able to see until he actually topped the rise. The road ascending the rise is very poor, paved only on one side, which would have been on Chambers' right. A sketch of the road is attached. The speed limit in that area is 25 miles per hour.

12. The jeep was hauled in by the 441st CIC motor pool.

13. No investigation of the accident was made by the Japanese Police.

James B. McCarthy,
1st Lt.
Investigating Officer.

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

5829

Justification for 1/4 ton 4x4's assigned to PSD — PSD/JRW/bc 10 June 1947

PSD — CIS ATTN: Admin Off — 26-6116 Capt. Wilson

1

1. Vehicles are at present available to the following Public Safety Division personnel:

a. Lt. Col. Benton: Executive Officer
b. Major Smith: Assistant Chief
c. Capt. Wilson: Used as Duty Officers jeep.

2. Key personnel of this Division on 24 hour call for duty in case of emergency. It is also necessary for such personnel to remain at or return to the Public Safety Division after duty hours to complete special assigned work or to meet action paper dead lines. It is believed that transportation from a pool would not adequately replace these vehicles. Vehicle pools, expecially in cases of an overall emergency would baaically be overtaxed and without vehicles on call. Furthermore the use of driver vehicles would necessitate additional personnel on a 24 hour basis which would not be economical from a utilization stand point.

3. During duty hours, these vehicles are utilized by Public Safety Division personnel doing investigative work in the Tokyo area.

4. The Duty Officer's jeep is at the disposal of the Duty Officer after regular duty hours to meet any emergency call that might arise. Vehicle is also on call to transport Public Safety Division administrators or investigators who may be called after regular duty hours.

5. It is therefore requested that these 1/4 ton 4x4 vehicles remain assigned to the Public Safety Division.

J.A.B.

PSD/JRW/bc

PSD FILE

20

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

5829

1

Justification for 1/4 ton 4x4's assigned to PSD

PSD/JRW/bc
10 June 1947

PSD CIS 26-6116
ATTN: Admin Off Capt. Wilson

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J.A.B.

PSD/JRW/bc

PSD FILE

20

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
3 Oct 46

MEMORANDUM TO: Col. H. E. Pulliam, Chief, Public Safety Division.

SUBJECT : Army Surplus Trucks for the Japanese Government. (ESS)

1. Trucks being secured by ESS from army surplus for the Japanese Government will be turned over to Boekicho which is the Japanese Foreign Trade Bureau.

2. Mr. Koto TSUKATA is the head of Boekicho which is an independent ministry of the Japanese Government.

3. Prime Minister Yoshida has already stated, according to Mr. Toyokawa, Liaison Officer, that some of the trucks must go to the Japanese Police organization.

4. Number of trucks to be delivered is estimated to be from 9,000 to 13,000 dependent upon the new analysis of 1951 U.S. Army requirements and the number to be sent to Korea.

5. The present estimate of the needs of the Japanese Public Safety Agencies is as follows:

a. Trucks, 1/4 Ton, 4X4 - 5,977

b. Trucks, 3/4 Ton, 4X4 - 1,463

c. Trucks, 2½ Ton, 6X6 - 446

6. It is suggested that inasmuch as there are no trucks, 1/4 Ton, 4X4, in the trucks to be turned over by ESS to the Japanese Government, the needs of the Japanese Police, Fire, and Prison organizations could be 100% filled by 3/4 ton, 4X4, and trucks, 2½ ton, 6X6, should the allotted trucks number 13,000. If this allotment be decreased to 9,000, the requirements should be fulfilled at least 80% in the 3/4 ton and 2½ ton types. A reasonable distribution figure, based upon the total number of trucks secured by ESS for the Japanese Government, might be as follows:

Total Trks Dely'd	%	Furnished Public Safety Agencies	
9,000	80%	1170 3/4 Ton	357 2½ Ton
10,000	85%	1244 " "	379 " "
11,000	90%	1317 " "	401 " "
12,000	95%	1390 " "	424 " "
13,000	100%	1463 " "	446 " "

W. C. BOWER,
Major.

Vehicles

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
11 Oct 46

MEMORANDUM TO: Colonel Brown, Executive Group, G-2.

SUBJECT : Motor Transportation.

1. This memorandum is prepared in response to telephone conversation on this subject in which the current needs for motor transportation for the Public Safety Division were discussed.

2. The present assignment of motor transportation to the Public Safety Division is as follows:

2 Sedans on daily dispatch from GHQ Motor Pool
7 Jeeps on M/R
4 Jeeps on daily dispatch from CCD Motor Pool
7 Jeeps on daily dispatch from GHQ Motor Pool

3. The above is a total of 2 sedans and 18 jeeps which is a total overall allowance of 20 vehicles. Actually however, that many vehicles are not available each day. The Division has requested each day for seven (7) jeeps from the GHQ Motor Pool but averages getting only five (5). An average of three (3) of the balance are tied up each day on inspections or repairs, which leaves an actual operating force of 13 jeeps, which is actually below present needs, but operations have been progressive with this number. Although the actual number of vehicles available each day is not adequate for efficient operation, we can continue at the present time with the number assigned.

4. The expression of the need of vehicle transportation is made with full regard to consideration of the maximum use of transportation and, to the apparent difficulty of obtaining it. However, consideration must also be made of the condition that the bulk of the personnel employed by the Public Safety Division are employed for field work and must have transportation with which to do it. Otherwise, their services cannot be utilized. The mission consists of surveys and inspections of police, fire, prison, and coast guard installations of Japan, much of which is done in the Tokyo area as a matter of conservation of time and expense. If additional and authorized personnel were available at this time, our needs would be greater, but it is not considered well here to plan on personnel we do not have.

5. It is recommended, in view of the above, that the motor transportation needs of the Public Safety Division be maintained as they are

JAB/sp PSD FILE COPY

18

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

Memo to Col. Brown, Exec. Group, G-2, subject: "Motor Transportation", dtd 11 Oct 46.

on the present basis unless, of course, some additional vehicles can be added or more desirable arrangements of that now in use can be effected.

JOHN A. BENTON,
Lt. Col., MI,
Executive Officer.

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

1944

Motor Vehicle Transportation.

Public Safety Division G-2 4 September 1946
CIS, G-2. ATT: Col. Bethune

1. In compliance with G-2 brief, dated 31 August 1946, the following report of Motor Vehicle Transportation is submitted:

1. Sedan - Division Chief.
1 Sedan - Administrator, Maritime Safety and Revenue Marine Service.
* 1 Jeep - Standby - jeep and routine trips Tokyo & vicinity as indicated on map.
1 Jeep - Assistant Fire Administrator, Inspection of Fire Stations, Tokyo Area.
* 3 Jeeps - Routine trips to and from places indicated on map.
7 Jeeps - On daily dispatch from GHQ & ATIS Motor Pool for use by police Section groups in the survey of the Tokyo Police organization.

Jeeps marked (*) are not assigned to Section but are dispatched on the Priority System to the Section requiring vehicle most.

1 Incl:
1 Area Map.

H.E.P.

(18)

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

1847

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

APO 500
21 August 1946

MEMORANDUM TO: Col. P. H. Bethune, Coordinator, WD Intelligence, G-2, GHQ SCAP.

SUBJECT : Motor Transportation for Public Safety Division.

1. The motor transportation now provided for the Public Safety Division is inadequate for minimum requirements.

2. The mission of this Division is to survey, study, recommend, effect changes and to maintain surveillance of the police, fire, prison and coast guard activities of Japan. In order to accomplish this program, a table of organization of thirty-two (32) officers, fifteen (15) enlisted men and fifty-five (55) civilians was established. (The table of organization has since been reduced by three persons.) Other supporting services have been established to assist in this mission, such as administration, legal matters, statistics and signal communications.

3. To accomplish the surveys and studies necessary in conjunction with the assigned mission, it is absolutely necessary that a large portion of personnel be constantly outside the office in direct contact with the respective Japanese agencies. Much of this work is done in remote areas where transportation is furnished by field units, but much of this work is also done in and around Tokyo. For example, the Rural Police Section is now engaged in a complete survey of Saitama Prefecture, adjacent to Tokyo Prefecture, where a detailed study of rural police is in progress. Also in progress is a survey and inspection of all Metropolitan Fire Departments in the City of Tokyo. This consists of five stations of all districts. Prisons and police lock-ups are constantly inspected, not only as a matter of initial survey but as a follow-up of recommendations made. These inspections are made not only in Tokyo but in places such as Yokohama, Chiba, Urawa, Hachioji, Ichikawa, Odawara and other nearby areas. Places such as these in nearby locations are oftentimes used as representative of other cities of similar size throughout Japan. Administrative functions which must necessarily be performed in the operation of an organization are in addition to the aforementioned. A detailed survey of the Tokyo Metropolitan Police system must be made. This study, as with others, requires many investigators in the field at one time. Transportation is essential. Unless adequate and sufficient transportation is provided, the mission of this Division cannot be accomplished.

4. Until recently, this Division had seven jeeps and two sedans. It

PSD FILE COPY
JAB/sp

16

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

was originally discussed that, in addition to the sedans, this Division would be allotted ten jeeps. It was the request of this Division at the time that inasmuch as only a small amount of personnel was on hand that transportation be provided accordingly with additional transportation provided as personnel arrived. Then we had transportation without personnel; now we have personnel without transportation. To make matters worse, the Division was recently reduced from seven jeeps to five.

5. A dispatch record is maintained in the Division to control the use of vehicles and to safeguard their use against non-essential driving and to evaluate their use by need, giving priority where necessary. Frequently the lack of available transportation results in a loss of man hours.

6. The same thing applies to the use of the sedans. These vehicles are in daily and constant use. They supplement the use of jeep transportation. One of these vehicles is on daily dispatch to Col. Pulliam, Chief of the Division. This sedan is in constant use, being used in the many trips necessary in going to and from various agencies of the Japanese Government and in performing functions required. It is also on hand so as to be available in the performance of emergency matters which arise and require special attention. The other is on daily dispatch to Captain Frank Meals who is on TDY in this theater on loan from the United States Coast Guard and is engaged in reorganizing the coast guard system for Japan. The coast guard activity is far-reaching and entails extensive research and constant contact with installations and various agencies of the Japanewe Government. Maximum use is made of both of these vehicles.

7. The use of all vehicles now on hand is essential to the operation of the Public Safety Division. The present system of requisitioning additional needs from the GHQ Motor Pool is not working out satisfactorily. Pooling of transportation for dispatch is desirable, but anticipating needs, emergencies, etc., defeats the purpose of operation for the Division.

H. E. PULLIAM,
Colonel, (GSC),
Chief, Public Safety Division.

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

1

Transportation

Public Safety Division
CIS, G-2

Commanding Officer
Motor Battalion
Hqs. & Sv. Gp.

23 August 1946

Following members of Public Safety Division, CIS, G-2 are designated representatives for requesting transportation from GHQ Motor Pool:

Lt. Col. John A. Benton
Capt. Raymond F. Helten
Mr. Herbert D. Rice

JOHN A. BENTON
Lt. Col., MI
Executive Officer

15

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
16 August 1946

Memorandum to all P. S. Personnel:

1. Effective this date jeeps for recreational purposes will not be available through the Public Safety Division due to reallocation of vehicles by GHQ.

2. Requests for recreation jeeps may be made individually by calling Recreation Jeep Pool GHQ Motor Pool.

R. F. Holton
Capt., AUS
Administrative Officer

14

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

PERMANENT RECORD — DO NOT DETACH

G-2/ CIS Date: 23 Aug 1946

FROM: ADMIN DIV (Chief Clerk)

TO:

Chief of Section . ____
Executive O .... ____
Asst Exec O .... ____

EXECUTIVE GROUP
Chief of Group ... ____
Group Exec O ... ____
Group Asst Ex O. ____
Hist & Pub Rel O ____
Legal O ..... ____
Plans & Policy Br. ____

Col Pulliam

PUBLIC SAFETY DIV. ____

CCD ..... ____

CIC ... 441st .... ____
Investigation .. ____

G-2 _____ ____
_____ ____
_____ ____
_____ ____

TO:

ADMINISTRATIVE DIV
Administrative O ..... ____
Military Pers O .... ____
Adminis Asst ..... ____
Civilian Pers Admin. ____
Supply O ..... ____
Chief Clerk ..... ____
Message Center ..... ____
Files & Records .... ____

SPECIAL INTELLIGENCE DIV
Chief of Spec Intell . ____
Spec Intell Exec O . ____
Compliance Branch .... ____
Research & Analysis Br ____
_____ ____
_____ ____
_____ ____
Special Activities Br. ____
Foreign Branch ..... ____
Language Branch ..... ____
Person's & Orgns Br .. ____
Intelligence Files ... ____

FOR: (Desired Action)

Information .... ____
Necessary Action ✓
Approval ..... ____
Initial ..... ____
Signature ..... ____
Comment ..... ____

Revision ..... ____
Return ..... ____
Dispatch ..... ____
Record Check ..... ____
File ..... ____
_____ ____

REMARKS: _____

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

4894 8883

1877

URGENT

23 August 1946.

MEMO TO : Col.Myers.
Col. Bethune.
Col. Bouck
Col. Wood
Col. Putman.
Col. Stuart
Col. Pullism. ✓
Col. Randall.

ACTION

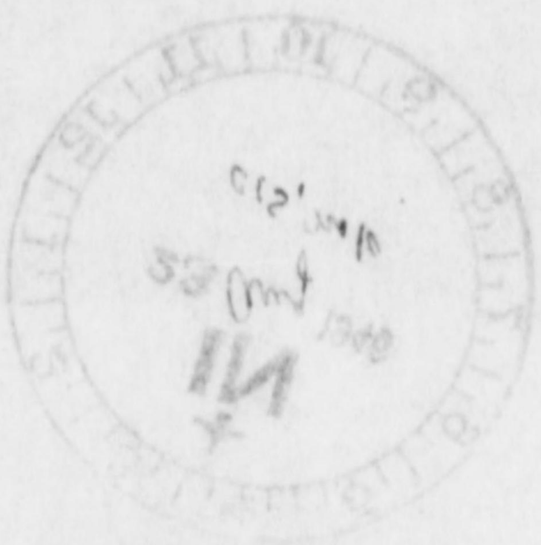
1. Re transportation. The mimeo Headquarters Commandant instructions for "operational control" of all vehicles is the most important single item, at present. The question of the sedans is not as pressing.

The answer to the control sheet(and possibly all answers to transportation and this will not stop, I warn you) must have certain basic data to accompany any reply we will make. Get these data together at once

a. Small mimeo outline map of Tokyo showing the wide dispersion of G-2 agencies: Arsenal No.1 ATIS. Geog. Section. CCD. CIC. Metrop Det CIC Yokohama Det CIC Pub Safety.
b. Worksheet, consolidated of each of the subsidiaries involved: ATIS - CCD. JAP LIAISON. FOREIGN LIAISON. Perhaps a week's crop of the daily report to speed this up. WDIT ATIS must show their T/O unit function.
c. These supporting papers must be combined, so as not to be too bulky. See: G-2 Function Booklet.

I want to see the reply to this mimeo.

C.A.W.



13 B

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

174

Request for Jeep.

CIS, G-2

ATIS, Hqs. Cmndt.
ATTN: Lt. Col. Bouck

20 August 1946

CIS-PSD
HEP/ker

1 Request that Major Wallace C. Bower, Jr., Capt. James F. Nealon and 2nd Lt. Kenji Sayama of the Public Safety Division, this office, be given authorization for the use of a jeep, without driver, for a period of approximately 3 weeks beginning 0800, 20 August 1946 for the purpose of making a Police Survey of the entire Saitama Prefecture, which covers approximately 200 sq. miles. During the survey it will be necessary to visit 20 different Police Stations and 416 Police Boxes. Many of these visits will be made during the late evening hours to determine the amount of work being done by Japanese Police at night.

H. E. P.

12

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

1867

USE OF TRANSPORTATION

JAB/sp
23 August 46

Public Safety Div.
CIS, G-2

G-2, WD Intelligence
ATTN: Col. P. H. Bethune

1. Accompanied herewith is a record of the dispatch of transportation used by this office. for 22 Aug 46.

8 Incls:
Copies of Dispatch Sheets

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

PSD FILE COPY

JAB/sp

11

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

1987
R.G

Request for Jeep.

CIS, G-2 G-4 16 August 1946

CIS-PSD
HEP/ker

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For the Assistant Chief of Staff, G-2:

W. S. W.

(X)

10

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

1643
Ref Ca

Request for Sedan.

G1S, G-2 G-4 26 July 1946

GIS-G-2
HJP/esp

1 Request that Lt. Col. John A. Benton and Mr. George W. Angell of the Public Safety Division this office, be given authorization for the use of a sedan from 1300, 26 July 1946 to 2400, 26 July 1946 to travel to Iida, Nagano Prefecture for the purpose of inspecting damage resulting from a recent major fire in that city.

For the Assistant Chief of Staff, G-2:

J. S. V.

9

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

579 Off

GENERAL HEADQUARTERS
UNITED STATES ARMY FORCES, PACIFIC
Office of the Chief of Counter-Intelligence

C H E C K S H E E T
(Do not remove from attached sheets)

NOTE NO. FILE NO. SUBJECT:

FROM: Civil Intel Section TO: Public Safety Div DATE: 3 Apr 46

1. This section has been informed by G-4 that the 8 jeeps now immediately required by Public Safety will be available within three weeks.

2. The above action was in response to a check sheet submitted to G-4 by this office 20 March 1946.

J. F. C. for
H. I. T. C.

8

1 file
8

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

G-2, CIVIL INTELLIGENCE SECTION
PUBLIC SAFETY DIVISION

INTRA-SECTION ROUTING SLIP

FROM [signature] DATE 9 July

TO		FOR	
CHIEF OF DIVISION	3	INFORMATION	✓
ASST CHIEF OF DIV	4	NECESSARY ACTION	
EXECUTIVE OFFICER	2	APPROVAL	
ADMINISTRATIVE OFF	1	SIGNATURE	
CHIEF CLERK	5	INITIALS	
POLICE SECTION GP I		COMMENT	
POLICE SECTION GP II		REVISION	
		RETURN	
		DISPATCH	
		FILE	6
MS AND MRS		BULLETIN BOARD	
		DESTROYING	
RURAL POLICE		TYPING	
		LIBRARY	
POLICE COMMUNICATIONS			
		REMARKS:	
FIRE SECTION		Lt Swanson — Be certain that this memo is complied with for those vehicles held on memo receipt.	
PRISON SECTION			
STAT. & ANAL. SECTION			
LEGAL SECTION			
MESSAGE CENTER	6		
LANGUAGE SECTION			
ADMINISTRATIVE NCO			
OCCIO			

HEP

Lost: 4

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

PERMANENT RECORD -- DO NOT DETACH

~~G-2~~/CIS Date: 9 July 19

FROM: ADMIN DIV (Chief Clerk)

TO:

Chief of Section . ____
Executive O .... ____
Asst Exec O .... ____

EXECUTIVE GROUP
Chief of Group.... ____
Group Exec O.... ____
Group Asst Ex O. ____
Hist & Pub Rel O ____
Legal O..... ____
Compliance Branch. ____
Plans & Policy Br. ____

PUBLIC SAFETY DIV. ____

CCD..... ____

CIC...44lst..... ____
Investigation... ____

G-2 ____

TO:

ADMINISTRATIVE DIV
Administrative O..... ____
Admins Asst..... ____
Civilian Pers Admin.. ____
Supply O..... ____
Chief Clerk..... ____
Message Center..... ____
Files & Records..... ____

SPECIAL INTELLIGENCE DIV
Chief of Spec Intell... ____
Spec Intell Exec O... ____
Research & Analysis Br. ____
_____ ____
_____ ____
_____ ____
Special Activities Br.. ____
Foreign Branch..... ____
Language Branch..... ____
Person's & Orgns Br.... ____
Intelligence Files..... ____

FOR: (Desired Action)

Information..... ____
Necessary Action ____
Approval..... ____
Initial..... ____
Signature..... ____
Comment..... ____

Revision..... ____
Return..... ____
Dispatch..... ____
Record Check..... ____
File..... ____
_____ ____

REMARKS: Please post on bulletin board.

Jean.

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

Bulletin Board

GENERAL HEADQUARTERS
UNITED STATES ARMY FORCES, PACIFIC

CHECK SHEET

(Do not remove from attached sheets)

File No: Subject: **Transportation**

Note No.

From: **CIS, G-2** To: **All Personnel, CIS, G-2** Date: **9 July 1946**

1. It has come to the attention of this section that persons with assigned vehicle are disregarding the order to turn in daily dispatches. It is mandatory that these trip tickets be turned in before 0900 hours the following morning of the date on which they were valid. As per Staff Memorandum No. 63, dated 19 June 1946:

"The chief of any staff section holding motor vehicles on memorandum receipt is responsible for:

1. Adequate first echelon and preventive maintenance of vehicles so assigned.
2. Maintenance of driver's trip ticket and preventive maintenance service record. (This can be found on back of trip ticket).
3. Safe keeping of such vehicles.
4. Preparation of new driver's trip ticket, daily for each vehicle.
5. Forwarding of previous day's driver's trip tickets to the Headquarters Commandant."

2. Therefore, it is necessary that trip tickets be filled in completely, including mileage, destinations, passengers, etc., and be initialed on reverse side (for preventive maintenance series), and turned into Supply not later than 0900 hours each morning, for the previous day's trip ticket.

3. If there are any questions about proper completion of trip ticket, contact Supply Section and information will be given.

W.S.W.

AFPAC AGO Form No. 37

(7)

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

1360
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Request for use of Vehicle

G-2 | Hq. Comdt. | 13 June 1946
Attn: Motor Officer
Thru: G-4

CIS/PSD
HEP/kcr

1 1. Request that a 1/4 ton, 4 x 4, vehicle be assigned to 2nd Lt. Wilbur V. Bunke, Public Safety Division, CIS, G-2 from the period 19 June to 21 June 1946.

2. The vehicle is to be used in conjunction with a survey of Japanese Prisons of Kofu and Shizuoka.

3. An investigation of train schedules to Kufu and Shizuoka discloses that the use of rail transportation would be impractical.

For the Asst Chief of Staff, G-2

---------- W.S.W.----------

(6)

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

Ms Eaton
Public Safety

HEADQUARTERS
HEADQUARTERS AND SERVICE GROUP
GENERAL HEADQUARTERS
UNITED STATES ARMY FORCES, PACIFIC

APO 500
25 April 1946

MEMORANDUM:

TO : Each Individual on May-June Dependent Housing Seniority List

SPARE PARTS FOR CIVILIAN AUTOMOBILES ACCOMPANYING DEPENDENTS

1. It is believed that spare parts for 1/4 ton trucks only will be available in this theater. It is recommended that those who expect to bring civilian cars to Japan purchase and bring with them the following spare parts and equipment:

1	complete change	Spark Plugs
1		Fuel Pump repair kit
1		Fan Belt
1		Cylinder Head Casket
2		Contact sets, distributor
1		Oil Pan Casket
1		Ignition Coil
1		Fuel Pump assembly
1		Condenser
1		Carburetor assembly
1		Distributor Cap
1		Water Pump assembly
1		Ignition Wire Set
1		Carburetor repair kit

2. For cars equipped with Fluid Drive, Hydromatic etc., special fluid used in those transmissions should be brought.

3. It is desirable to have new tires and tubes overseas and a complete set of small hand tools (Jack, Pliers, Screw Drivers etc.).

4. Small cans of touch up paint can be very useful. (Two quarts of paint are required to paint a complete vehicle)

FOR THE COMMANDING OFFICER:

Howard M. Baldrige Jr.
HOWARD M. BALDRIGE JR
1st Lt, FA
Adjutant

File
451.9

5

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

2044
710

GENERAL HEADQUARTERS
UNITED STATES ARMY FORCES, PACIFIC
Office of the Cheif of Counter Intelligence

CHECK SHEET
(Do not remove from attached sheets)

File No: Subject: Jeep Transportation

Note No:

FROM: Occie Supply TO: Executive Section DATE: 17 April 1946

Correspondence on jeeps was safehanded to G-4 transportation by Lt. Millward. Maj. Pierce of G-4 transportation approved use of four (4) jeeps on daily dispatch for thirty days (30) and informed Mrt. Bn. Hq. to this effect.

Vehicles are to report at 0800 daily to Lt. Comdr. Smith of the Public Safty Div.

No definite information on additional M/R jeeps was availible.

WM
W. M.

What about the over all request from this office, our motor transport dated 1 April 46. G-4 does not have it, GHQ motor pool has heard nothing of it. HEP

3.

FROM: OCCIO ADMIN TO: Public Safety 20 Apr 46
JEA/alc

1. On 18 March 1946 a request was forwarded to G-4 outlining the motor transportation requirements of Civil Intelligence. Specifically for Public Safety a total of 13 ¼-ton 4x4 recons were shown as a requirement until 1 June 1946. On that date a new request will be submitted increasing the requirements to 20 ¼-ton 4x4 recon vehicles.

2. The above request was predicated on the number of personnel now assigned and in line with investigative procedures required until 1 June. At that time a new request will have been submitted indicating an increase to a total of 20 ¼-ton recons for public safety.

3. This office will continue to review the transportation requirements and take necessary action for procurement thereof. Constant liaison is maintained with G-4 and GHQ Motor Pool on fulfillment of existing requests.

Ask 451.9 (4) don't need this will say so, I can. HEP. they can't get transportation if they

(cont)

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

GENERAL HEADQUARTERS
UNITED STATES ARMY FORCES, PACIFIC
Office of the Cheif of Counter Intelligence

CHECK SHEET
(Do not remove from attached sheets)

File No: Subject:

Note No:	FROM:	TO:	DATE:
3. (cont)			

4. Recapitulation of vehicles assigned Public Safety:

3 sedans
3 ¼-ton 4x4 recons (Memo receipt)
3 ¼-ton 4x4 recons (daily dispatch)

5. The entire matter was discussed in detail with Commander Smith prior to the writing of the basic checknote.

J. E. G. for
H. I. T. C.

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

6 40

Requests for Dispatching Vehicles

Public Safety Division, OCCIO

Headquarters Commandant Hq & Service Group GHQ, AFPAC

8 April 1946

1.

1. Under the provisions of paragraph 3, Staff Memorandum No. 23, GHQ, dated 1 April 1946, the following named officers of the Public Safety Division, CIS, are authorized to request the dispatch of motor transportation for personnel of this Division.

LURTON R. SMITH
Commander U.S.N.R.
Executive Officer.

NORMAN B. AMONSON
1st Lt. AGD
Administrative Officer

H.E. PULLIAM,
Colonel, GSC
Chief, Public Safety Division

5.6

451.9

(3)

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

File 6-24

Vehicle Request.

Public Safety Division, OCCIO

Hq. Comdt. Attn: Capt. Tenoza

8 April 1946

1. Request authorization for use of one (1) Jeep by Lt. Lucian Rocke, this Section, to be used from 0800 hours 9 April 1946 to 1700 hours 9 April 1946 for the purpose of inspecting Police Facilities in the Tokyo Area.

2. Driver should report to the 8th floor Teikoku Bldg. at 0800 on 9 April 1946.

3. Driver will be furnished rations.

H.E.P.

E1-6

651.9

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

246

Servicing of Vehicles

Public Safety CIS — Hq Commandant, GHQ, AFPAC — 4 March 1946

1.

1. In accordance with conversation which took place on 4 March 1946 between Lt. Amonsen, this section and Lt. Col. McClellan, Motor Officer, Headquarters and Service Group, authorization is requested to service two (2) 4 X 4, ¾ ton vehicles, (U.S.A. Registration numbers 20538718 and 20579912) at the GHQ Motor Maintenance Shop.

2. This Section has no maintenance facilities for servicing the two (2) afore-mentioned vehicles.

H. E. P.

451.9

file HPP

1