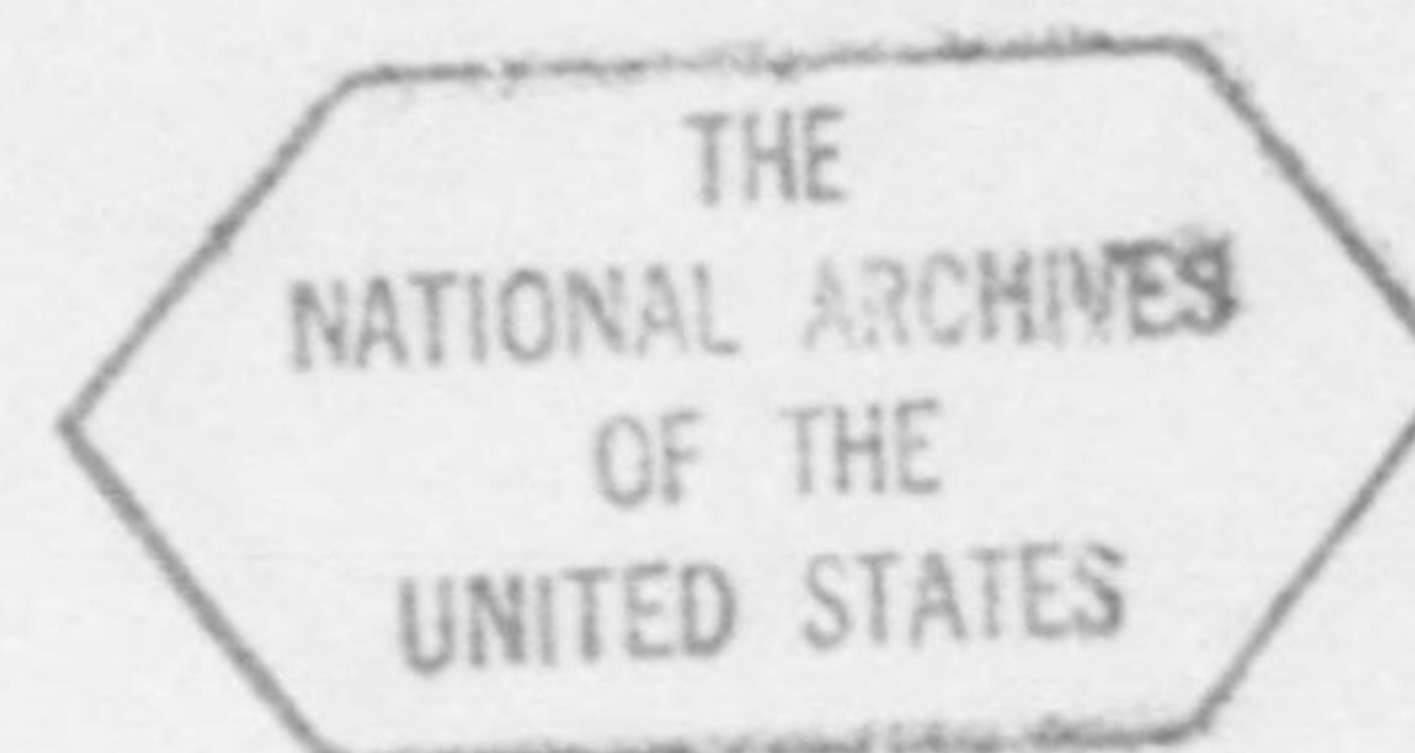


**GHQ/SCAP Records(RG 331)**

**Description of contents**



(1) Box no. 2760

(2) Folder title/number: (6)  
Government Railway

(3) Date: Mar. 1948 - Oct. 1949

(4) Subject:

Classification	Type of record
9632, 9740	c

(5) Item description and comment:  
Kanto

(6) Reproduction:  Yes  No

(7) Film no. Sheet no.

Yoshio Sudo

Manager,  
Liaison Office  
J.N.R. Tokyo Railway DivisionHEAD OFFICE  
RAILWAY DIVISION  
J. N. R.

TOKYO, October 3rd, 1949

SUBJECT: Requisition of the Office of Tokyo Chapter of  
JNR Labor Union and Completion of the 3rd Per-  
sonnel Slash Program

TO : Commanding Officer,  
Tokyo Civil Affairs Team

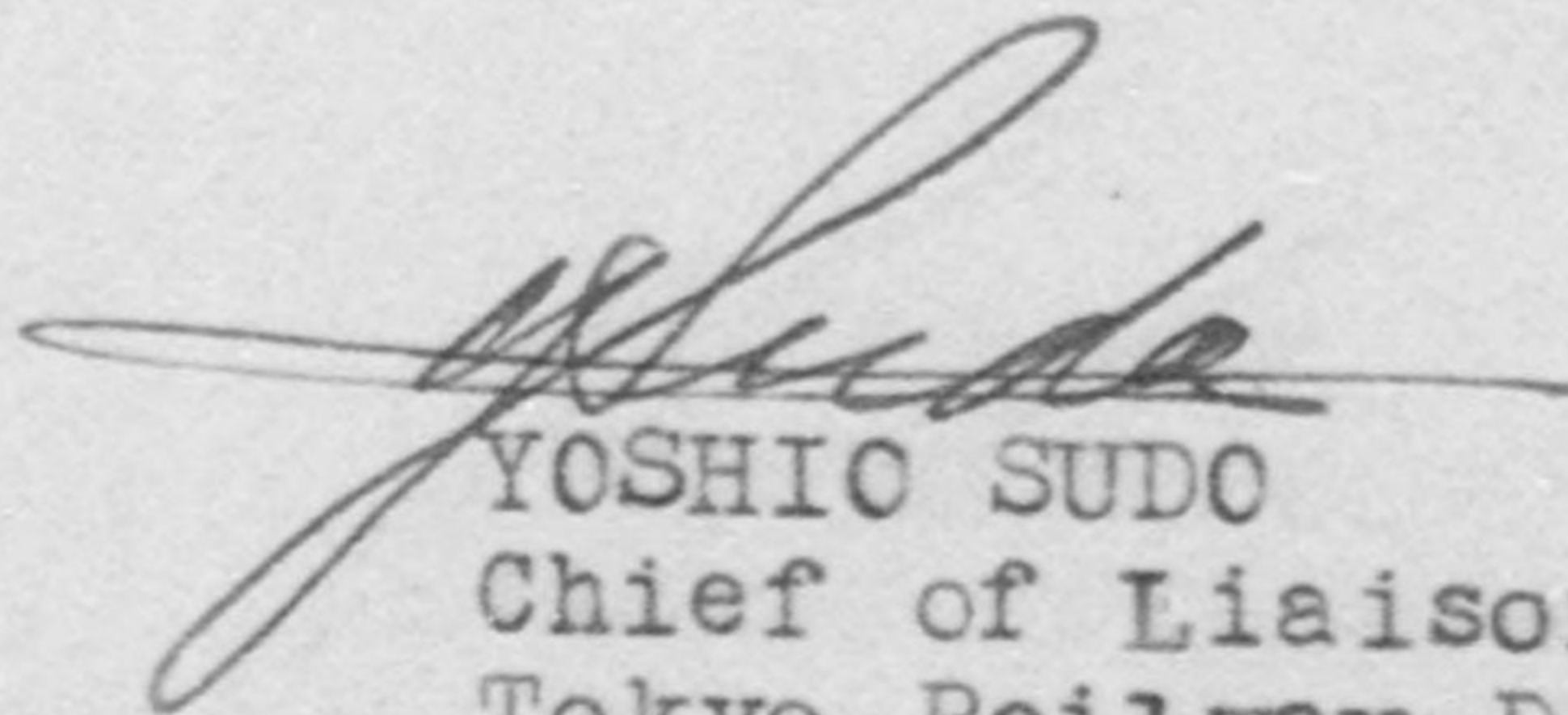
1. Reference be made to our report to you, "Ulti-  
mate Batch of Administrative Slash", dated 26 Sept. 1949:  
TLO 49011.

2. Tokyo Chapter of JNR Labor Union is an illegal  
one as it contains non-employees that were discharged at  
the late slash, and yet it occupies a part of our building  
as its office-room. So we proposed to the competent clerk  
of the chapter on 24 Sept. to quit the room, of which we  
informed you already in our last report.

However, as they continued to occupy the room, we  
notified the chapter at 9.00 on 30 Sept. to requisition  
the room on that day, but as there was no sign of quitting  
the room, we made another notification at 13.30 on the same  
day. Thus we completed the requisition of their office-  
room between 16.25 and 18.00 in the presence of the Railway  
Policemen.

3. There happened nothing serious enough to report  
you in this requisition.

4. Moreover, the 3rd Administrative Slash was com-  
pleted on 30 Sept. with no troubles up to date.



YOSHIO SUDO  
Chief of Liaison Office  
Tokyo Railway Division

HEAD OFFICE  
TOKYO RAILWAY DIVISION  
J. N. R.

No. TLO 49.015

TOKYO, October 3rd, 1949

SUBJECT: Requisition of the Office of Tokyo Chapter of  
JNR Labor Union and Completion of the 3rd Per-  
sonnel Slash Program

TO : Commanding Officer,  
Tokyo Civil Affairs Team

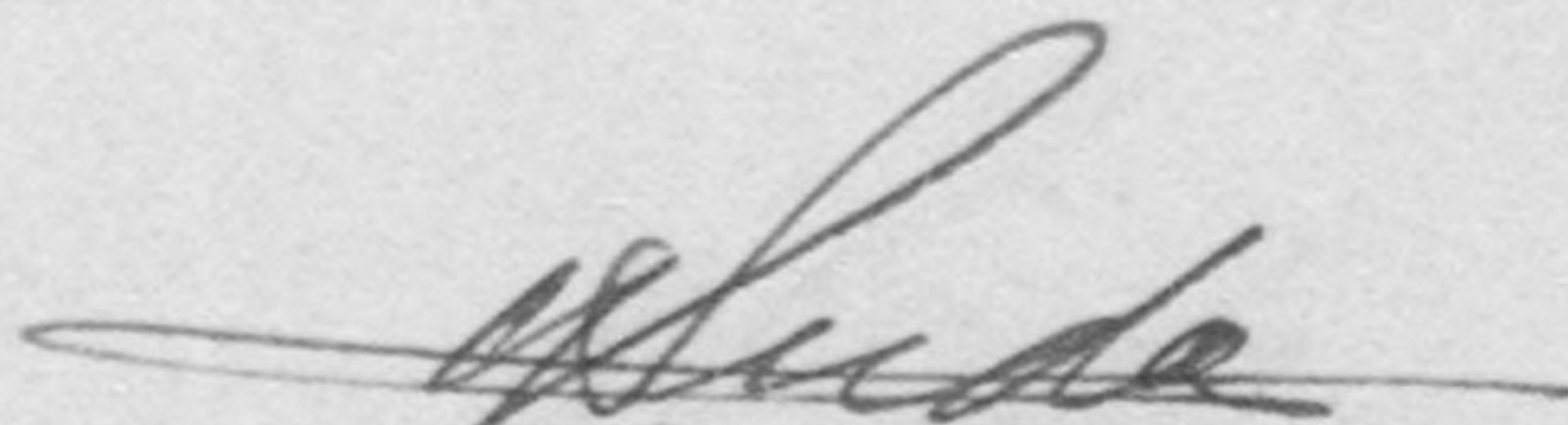
1. Reference be made to our report to you, "Ulti-  
mate Batch of Administrative Slash", dated 26 Sept. 1949:  
TLO 49011.

2. Tokyo Chapter of JNR Labor Union is an illegal  
one as it contains non-employees that were discharged at  
the late slash, and yet it occupies a part of our building  
as its office-room. So we proposed to the competent clerk  
of the chapter on 24 Sept. to quit the room, of which we  
informed you already in our last report.

However, as they continued to occupy the room, we  
notified the chapter at 9.00 on 30 Sept. to requisition  
the room on that day, but as there was no sign of quitting  
the room, we made another notification at 13.30 on the same  
day. Thus we completed the requisition of their office-  
room between 16.25 and 18.00 in the presence of the Railway  
Policemen.

3. There happened nothing serious enough to report  
you in this requisition.

4. Moreover, the 3rd Administrative Slash was com-  
pleted on 30 Sept. with no troubles up to date.

  
YOSHIO SUDO  
Chief of Liaison Office  
Tokyo Railway Division

HEAD OFFICE  
TOKYO RAILWAY DIVISION  
J. N. R.

No. TLO 49011

TOKYO, 26 Sept. '49

SUBJECT: Ultimate Batch of Administrative Slash  
in accordance with Table of Personnel  
Organization Law

TO : Commanding Officer  
Tokyo Civil Affairs Team

1. Personnel slash in Tokyo Railway Division in accordance with the Table of Personnel Organization Law was enforced twice --the first slash was announced on 4 July and the second, on 13 July -- and was nearly completed by 20 July. However, there still remain some surplus employees according to the subject Table, whom we began to discharge on and after 24 September.

The reduction of employees under our jurisdiction in accordance with TPOL will be completed by this slash, the round figures of which by each office are as follows:-

<u>Office</u>	<u>No.</u>
Head Office	2
Shimbashi Sub-div.	36
Hachioji "	9
Ueno "	2
Utsunomiya "	7
Takasaki "	7
Chiba "	8
Mito "	0
Oi Workshop	0
Omiya "	0
Total	71

2. The move on the part of each labor union chapter with this announcement cannot be anticipated, but we expect nothing serious, judging from the status quo.

3. Tokyo Labor Union Chapter (consisting of members of the Head Office) occupies a part of our building, but this is an illegal union chapter, as it contains non-employees that

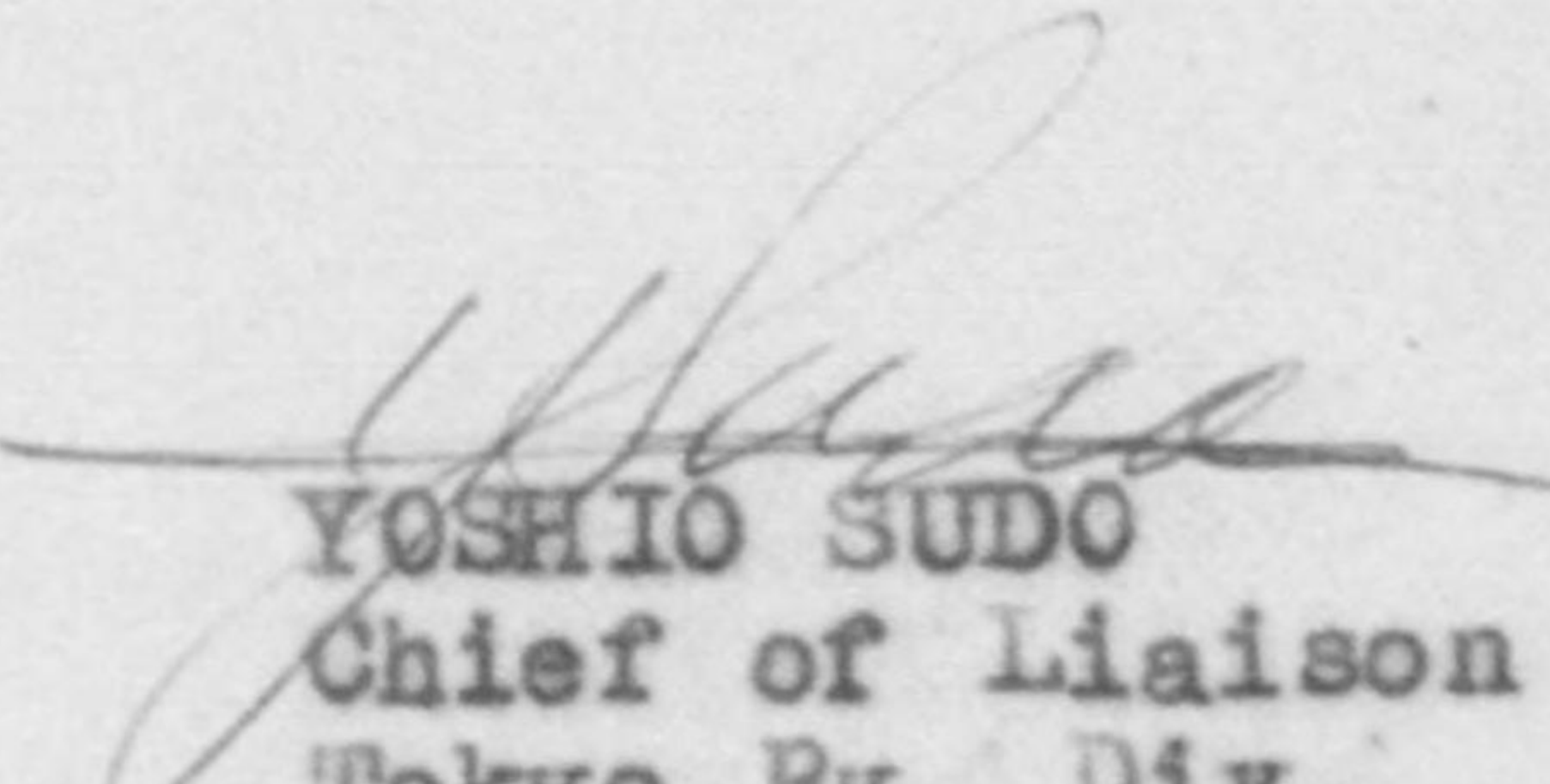
- 2 -

were discharged by the late slash.

Such being the case, we proposed to the chapter on 24 Sept. to quit their office and suspended the telephone service for them on the same day as the first step.

The above mentioned items were enforced to complete the personnel reduction in accordance with TPOL, which is hereby cordially reported to you.

*Requested  
for further  
info. by teleph.  
G.M.*

  
YOSHIO SUDO  
Chief of Liaison Office  
Tokyo Ry. Div.

While the Government had been deliberating on nomination of Public Corporations Arbitration Committee members and Mediation Committee members for National Railway Corporation and Monopoly Corporation pursuant to the provisions of Public Corporations Labor Relations Law, the Cabinet meeting of 26th decided on the following members and took formal procedures of nomination on the date. The above ~~these~~ Committees are slated to meet from 10 a.m. 27th in the Labor Ministry, and to elect the respective chairman and determine one, two and three-year service members by mutual election. At the same time, they will determine the names, locations and jurisdictions of local Mediation Committees, whereby the latter are to make start. Mr. Amis, chief of Labor Education Branch, Labor Division, ESS, SCAP, will participate in the above meeting. Meanwhile, the Labor Ministry is reported intending to establish 9 local National Railway Mediation Committees in Sapporo, Sendai, Tokyo, Nagoya, Osaka, Hiroshima, Takamatsu, Fukuoka and Niigata, and 8 local Monopoly Corporation Mediation Committees in all of the same places except Niigata.

\*Public Corporations Arbitration Committee:

SUEHIRO, Itsutaro (Chairman of CLRB)  
HORIKI, Kenzo (Director in chief, Railway Public Aid Association)  
IMAI, Kazuo (Vice-president, New Wage System Enforcement Headquarters)

\*National Railway Corporation Mediation Committee:

FUJIBAYASHI, Keizo (Professor in Keio Univ.)... Neutral Member  
TATE, Shunzo (Ex-Dietmember of Labor Farmer Party)... Labor Member  
MIWA, Shinkichi (Director in chief, Traffic Cooperation Association)  
... Employer Member

\*Monopoly Corporation Mediation Committee:

KOBAYASHI, Naoto (Lawyer)... Neutral Member  
TAKANO, Minoru (Secretary of Sodomei)... Labor Member  
YAMAMOTO, Asago (Director, Mitsui Mining Co.) ... Employer Member

TOKYO RAILWAY DIVISION  
J.N.R.TOKYO, July 21, 1949

SUBJECT: Report on Labor Situation (No. 15)

TO : Commanding Officer,  
Tokyo Civil Affairs Team

## 1. About Later Situation:

In the Central Struggle Committee of the National Railway Workers' Union, the actual whiphand has removed to the hand of the moderate elements, with the dismissal of 17 Committee members belonging to the leftist faction. The members belonging to the Democratization League, expecting to exclude these radical members out of the committee, on the grounds that they have lost their competency to be the union members, are said to resort to adjournment tactics as long as they remain in the committee. Consequently, the ordinary meeting of CSC, scheduled to be held on July 19, failed to materialize owing to the refusal of most of the Democratization League members to attend.

As such a condition is considered to continue hereafter, Mr. Etsuzo Kato, Chairman of the Committee and some members belonging to the Democratization League intend to have an early convocation of all-Japan Extraordinary Meeting of NRWU to save the situation, while the Renovationists that have stood by the Communist Faction, are said to have decided at the late emergency rally to have the general meeting at the end of August to meet the pending problems of struggle policies. Thus, the reorganization of the Central Struggle Committee and the new policy of NRWU will be realized at the meeting before long.

## 2. Movement at Each Chapter:

The labor union in each chapter under the jurisdiction of Tokyo Ry. Division has restored normal condition and the operation is usual at present, with some exceptions of railway-service obstructions and operation troubles; a few of their causes are known but others unknown. Speaking generally, however, there are no signs of going on a strike among the members in any chapter.

3. By-the-by, we ask your generous approval of our reporting on further labor situation only when it is serious.

*Tomiji Hisada*  
TOMIJI HISADA  
Manager,  
Liaison Office

TOKYO RAILWAY DIVISION  
J.N.R.

TOKYO July 14, 1949

SUBJECT: Report on Labor Situation (No.12)  
(as of 18.00 hrs. July '49)TO : Commanding Officer  
Tokyo Civil Affairs TeamAbout the Issuance of the 2nd Batch of  
Dismissal Notices

1. The 1st Stage of Personnel Retrenchment Program and the transfer or relegation which followed the former have been carried out favourably as was scheduled, without any use of force which they propagated frequently.

Of these situations we informed you already by the previous report. With the issuance of the 2nd dismissal notification which began on 12th, it is expected that the new movement of the union may develop.

2. Under the jurisdiction of Tokyo Railway Division the following sub-divisions which had completed preliminary arrangements began to issue the dismissal notices on 13th and the remaining sub-divisions (Hachioji, Mito, and Takasaki) are expected to do on 14th or 15th.

Sub-div. issued notices on 13th	No. of the dismissed
Shimbashi Sub-div.	Around 1,600
Ueno "	780
Chiba "	500
Utsunomiya "	830
Hqs. of Tokyo Ry. Div.	240
Total	3,950

In this connection, the total number expected to be discharged at the 2nd batch will amount to around 7,000.

3. The movements of the following branch-chapters have been clarified to be most threatening with the notification of the 2nd discharge.

(a) Shinagawa area

(1) Tamachi Elec. Car Shed:

All the employees notified dismissal (36 men) rejected to accept the notices.



- 2 -

## (2) Tokyo Round House:

The members of branch-chapter with those of friendly labor organizations intruded into the chief's office and the situation became serious, when the OIC of Shinagawa Yard happened to come here and advised them not to interfere with the chief's notification of dismissal and his other duties, in consequence of which they dispersed.

## (3) Shinagawa Elec. Car Shed:

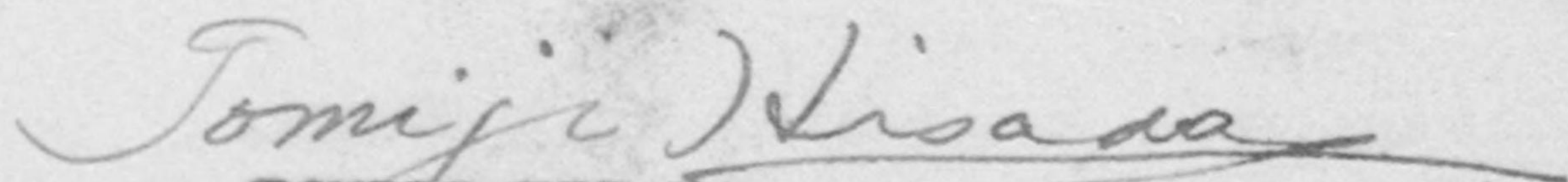
Those (27 men) belonging to the shed broke into the chief's room in a group and prevented his notification of dismissal to each of them.

## (b) Numazu Round House:

At 09.00 hrs, 13th, the chief was about to notify the 2nd dismissal, when around 100 union members (including those dismissed at the 1st stage and outsiders) prevented his announcement by raising battle cries. Thus he could not notify the discharge during the day.

## (c) Koza Round House:

The case was similar with that of Numazu Round House, and the chief could not notify the dismissal on the day.



TOMIJI HISADA  
Manager  
Liaison Office

TOKYO RAILWAY DIVISION  
J.N.R.TOKYO, July 18th, 1949SUBJECT: Report on Labor Situation (No. 14)  
as of 08.00 hrs., 18thTO : Commanding Officer,  
Tokyo Civil Affairs Team1. 15 Chapters' attitudes toward walkout (within Tokyo  
Railway Division):

<u>Name of Chptrs</u>	<u>Decided on:</u>	<u>Decided at:</u>	<u>Resolution</u>
X Tokyo	Jun. 20	Reg. Meeting	To resort to force
X Shimbashi	Jun. 28	Ex. Meeting	- " -
X Yokohama	Jun. 27	- " -	- " -
X Koza	Jul. 7	- " -	To resort to force incl. regulation abiding tactics.
? Hachioji			
O Ueno	Jul. 15	- " -	Not to resort to force
O Utsunomiya	Jul. 8	All members' vote	- " -
O Mito	Jul. 4	Committee Meeting	- " -
X Takasaki	Jul. 2	Ex. Meeting	To resort to force
O Chiba	Jul. 8	- " -	Not to resort to force
O Oi Workshop	Jul. 4	- " -	- " -
O Omiya Workshop			- " -
O Tokyo Dis. Elec. Off.	Jul. 4	- " -	- " -
X Tokyo Dis. Const. Off.	Jun. 25	- " -	To resort to force incl. regulation abiding tactics.
? Trans. Min.			

X=6

O=7

?=2

- 2 -

## 2. Branch-chapters seceded from NRWU:

<u>Chptr.</u>	<u>Br. Chptr.</u>	<u>Seceded on:</u>	<u>No. of Seceders:</u>	<u>Remarks</u>
Shimbashi	Shinjuku Car Insp. Off.	Jul. 5	180	Decided at Br-chptr Rally.
Yokohama	Shintsurumi Marshalling Yd.	Jul. 14	615	Volunteers seceded
Kozu	Numazu Car Lighting Off.	Jul. 9	158	Decided at Br-chptr Rally.
Hachioji	Asakawa Sta.	Jul. 16	46	Volunteers seceded
Takasaki	Nakanojo Group, Naganohara Line	Jul. 8	3	- " -
- " -	Numata Sta.	Jul. 8	10	- " -
- " -	Takasaki Empl. Trning Sch.	Jul. 8	1	- " -
Tokyo	Shimbashi Auto. Off.	Jul. 7	170	Decided at Br-chptr Rally.
- " -	Marunouchi Auto. Off.	Jul. 10	8	Volunteers seceded
- " -	Akihabara Auto. Off.	Jul. 13	47	- " -
Total		10 Br-chptrs 1234		

3. Situations after second dismissal notices issued:  
(Prominent part) (As of 12.00, 17 July)

	<u>No. of Discharged</u>	<u>No. of Received</u>	<u>No. of Refused</u>	<u>Others</u>
Shimbashi Sub-div.	1,588	1,351	225	12
Hachioji "	502	464	29	9
Ueno "	773	732	1	40
Utsunomiya "	826	825	1	0
Takasaki "	1,077	1,070	6	1
Mito "	721	684	12	25
Chiba "	502	481	18	3
Tokyo Ry. Div.	258	234	24	0
Total	6,573	6,132	317	124
%	100%	93%	5%	2%

- 3 -

Note: Rough break-down of 225 who are refusing in Shimbashi Ry. Sub-div.

Station: 29 - About 1 per station  
 Engine Shed: 108 - Numazu 62, Tokyo 34, Koze 3  
 Elec. Car Off: 28 - Ikebukuro 15, Tamachi 9  
 Condrs' Off: 6 - Shinagawa 2

4. Branch-chapters' situations:

- (1) On 14th, the union members of 13 Elec. Car Offices, holding meeting, decided the attitude as follows;
- a. Not to walkout.
  - b. To be active so as to carry out "people's management".
  - c. To have the discharged employees remain in their respective workshop till the discharged reason is made clear.
- (2) Generally speaking, they are quiet and any disorder is not seen at present in operation etc.

5. Members of Central Struggle Committee discharged:

At 10.30, 18th, the following Central Struggle Committee members notified dismissal notices:

SUZUKI	Ichizo	Shimbashi Chapter, Communist.
TAKAHASHI	Gihei	Mito Chapter, Renovation Leaguer.
INOUE	Tadao	Transp. Min. Chapter, Communist.
IZUKI	Koji	Okayama Chapter, Renovation Leaguer.
KIKUCHI	Kiyoshi	Yokohama Chapter, Communist.
FUKUDA	Matsuo	Ogura Chapter, Communist.
HAYASHI	Hakugen	Kitami Chapter, Communist.
SAITO	Kisaku	Fukushima Chapter, Communist.
HASEBE	Ken	Sendai Div. Chapter, Communist.
MURATA	Kazuo	Osaka Chapter, Communist.
KONISHI	Masaharu	Himeji Chapter, Renovation Leaguer.
SAKAI	Jikichi	Nagano Chapter, Communist.
IWAZAWA	Kohei	Transp. Min. Chapter, Communist.
SHIKASHI	Gisaburo	Sapporo Chapter, Renovation Leaguer.

Including under-mentioned 3 Committee members who notified notices on the 1st stage, there are 17 in all.

HIRASAKA	Koji	Kanazawa Chapter, Communist.
EGUCHI	Tozo	Osaka Chapter, Renovation Leaguer.
IMAI	Minoru	Nagoya Chapter, Communist.

*for S. Kazama*  
 TOMIJI HISADA  
 Manager,  
 Liaison Office

TOKYO RAILWAY DIVISION  
J.N.R.TOKYO, July 15, 1949SUBJECT: Report on Labor Situation (No. 13)  
as of 17.00 July 15TO : Commanding Officer,  
Tokyo Civil Affairs Team

1. Regarding the 2nd batch of dismissal notices, the notifications issued on 13th were 3,950 as was reported by No. 12 report, and the rest were announced on 14th and 15th as follows, and the 2nd stage dismissal program hereby has nearly come to the finish:

<u>Office</u>	<u>Number</u>
Hachioji Sub-div.	510
Mito "	760
Takasaki "	1,100
Tokyo Ry. Div. Construction Offices	420
" Schools	150
" Hospital	10
" Workshops	60
Total	3,010

2. The result of dismissal notification in branch-chapters where labor situations are deemed to be most serious.

<u>Br. Chptr.</u>	<u>Dismissed</u>	<u>Accepted</u>	<u>Refused</u>	<u>Others</u>	<u>Remarks</u>
Shinagawa Round House	38	11	27	0	
Tokyo Round House	46	0	0	46	Impossible to notify due to the interference by union members.
Numazu Round House	173	0	0	173	- " -

- 2 -

<u>Br. Chptr.</u>	<u>Dismissed</u>	<u>Accepted</u>	<u>Refused</u>	<u>Others</u>	<u>Remarks</u>
Tamachi Elec. Car Off.	36	0	0	36	Impossible to notify due to the interference by union members.
Shinagawa Elec. Car Off.	27	6	0	21	- " -
Nakano Condrs' Off.	20	0	3	17	- " -
Chiba Condrs' Off.	30	17	1	12	- " -
Tokyo Tel. Opn. Off.	30	15	11	4	- " -

### 3. Situation of other branch chapters.

#### a. Tamachi Elec. Car Office:

The branch chapter rally held at 21.00 hrs., 14th July, decided to refuse the operation of "summer train". No. 825S Elec. Train (due 8.58 hrs.) on Yokosuka Line was, in consequence, obliged to leave Tokyo Central 42 minutes behind schedule this morning. But the other one No. 1427S left on time in the afternoon. (However, this did not affect A.F. train operation at all.)

Note: "Summer train" means the extra elec. train to be operated on the fixed days during summer season. Two "summer trains" were scheduled to run on 15 July.

#### b. Tokyo Round House:

On 14th July, "The Time Has Come to Resort to Force" was painted on the out-side wall of the engine shed, while "Establishment of the Government by the People" was written with white paint on the locomotive engine. Meanwhile, many agitation posters were put up on the engines and in the compounds. Due to this, No. 6001 train (Deadhead) was compelled to change engines and started 15 minutes late. Painted letters on the engines have been erased in accordance with the business directive.

#### c. Shintsurumi Marshalling Yard:

A tendency to bolt from NRWU has been seen in many branch-chapters, and also, at this Yard Branch-

- 3 -

Chapter which was regarded as most serious, 615 members in all (130 on 12th and 485 on 14th) seceded from the union. (The total of the union members is around 1,200).

d. Others:

Shinagawa Area was led into a serious situation for a while, with a support of a great number of the discharged and those of outside groups on 13th and 14th, but no particular change is seen there at present.

*Tomiji Hisada*

TOMIJI HISADA  
Manager,  
Liaison Office

TOKYO RAILWAY DIVISION  
J.N.R.TOKYO July 11, 1949

SUBJECT: Report on Labor Situation (No. 11)

TO : Commanding Officer,  
Tokyo Civil Affairs Team

The later labor situation is reported as follows:

## 1. Situation in Numazu and Koze Areas

These two areas are reported to be most serious, but at the mass meeting of Koze station branch-chapter held on 9 July, they decided not to go on a strike, while at the meeting of Numazu Car Lighting Office held on the same day, they decided to bolt from the JNR Workers' Union on the following grounds:

"The JNR Workers' Union at present has too much partiality for some faction to push on the normal movement of the labor union. We hereby decide to bolt from the union and to start the new agitation for the normal labor movement."

Besides, at Numazu Round House where they decided to go on a strike at the last stage, we see no troubles at all, and some of trainmen there even say that they would never resort to walkouts. Such being the situation, we can expect the case in these areas will be eased gradually.

## 2. Situation in Other Chapters

(a) At the committee of Utsunomiya Chapter held on 9 July, they decided not to go on a strike, taking into account the result of the secret vote of those who attended the general meeting of the chapter on the previous day.

(b) In the other chapters or areas, we see nothing unusual, nor changes as of 15.00 hrs. July 11.

3. We wish to correct Shinjuku Maintenance Office in the 2nd par. of No. 10 report to Shinjuku Car Inspection Office.

*for S. Kazama*  
TOMIJI HISADA  
Manager,  
Liaison Office



TOKYO RAILWAY DIVISION  
J.N.R.TOKYO July 9th, 1949

SUBJECT: Report on Labor Situation (No. 10)

TO : Commanding Officer,  
Tokyo Civil Affairs Team

The labor situation of each chapter as of 8.00 hrs.,  
July 9th is as follows:

## 1.. Kozu and Numazu Areas:

At present these areas are in the most serious situation  
as already reported.

A. A rally was held at Atami Public Hall on July 7th by  
the Koza Chapter, where they decided the following  
current struggle policy:

## (1) Object:

To urge the Yoshida Cabinet to open the Diet  
earlier in order to get the Personnel Cut Program  
withdrawn, and then, to establish new Democratic  
Government standing on the Coalition of Social  
Democratic, Communist and Farmer-labor parties  
in stead of the present cabinet.

## (2) Policies:

- (a) To carry out "Regulation abiding struggle" actively.
- (b) To strengthen the struggle in cooperation with out-  
side blocks.
- (c) To resort to the use of force, including walkouts.  
(Force is used by each branch-chapter and the  
chapter will control them.)

B. The mass meeting with the attendants about 300 was held  
at the open space in front of the Numazu Round House  
by the Numazu Area Branch-chapters of the Koza Chapter  
on July 6th, where, reporting each branch-chapter con-  
dition, they decided as follows:

## (1) Report on the conditions of branch-chapters:

## (a) Numazu Engine Shed;

On 5 July, the branch-chapter held a crew rally,  
where they passed the resolution of walkout in  
case of the worst condition. The branch-chapter  
would launch an all-out struggle against the  
personnel cut.

(b) Numazu Maintenance Office;

The branch-chapter would fight in line with the "mass resignation tactics" decided at the branch-chapter rally on 15 June.

(c) Numazu Station;

Opposing absolutely to the personnel cut, the branch-chapter will struggle against it, in cooperation with other branch-chapters.

(2) Resolutions:

(a) To present a proposal to withdraw the mass discharge plan to the chief of their own workshop respectively and at the same time to the chapters and the Union Headquarters to enforce the plan in this line.

(b) Other items omitted.

2. On tendency to secede from NRWU:

It has been informed in the Report No. 9 that the whole members of the branch-chapter in Shinjuku Maintenance Office had passed the decision to secede from the Union. After that, (on 7th), the branch-chapter in Shimbashi Automobile Office also reached the conclusion to secede from the union with majority at the workshop rally.

At Sumidagawa Automobile Office, four unionists proposed their withdrawal from the Union to the chairman of branch-chapter, who would decide at the branch-chapter rally on 9th whether he would accept their proposal or not.

Furthermore, the secession also was proposed by three unionists at Nakanojo Station on Nagano Line.

3. Others:

- (1) In Chiba Chapter, they held a chapter rally on 8th and decided not to resort to strike.
- (2) At Tokyo Central Station, they denied the proposal of going on strike with an absolute majority at the branch-chapter rally on 8th.
- (3) At Ishiuchi Station, the branch-chapter rally on 7th reached the decision "not to walkout, even in the worst condition."

*Tomiji Hisada*  
TOMIJI HISADA  
NABAGER,  
LIAISON OFFICE

TOKYO RAILWAY DIVISION  
J.N.R.TOKYO July 8, 1949

SUBJECT: Report on Labor Situation (No. 9)

TO : Commanding Officer,  
Tokyo Civil Affairs TeamA. The labor situation of each chapter as of 8.00 hrs.,  
July 7, is as follows:

## 1. Yokohama Chapter:

At the Branch-chapter Chief's Meeting on the afternoon of Jul. 5, they, on the discussion of their attitudes for the launched 1st personnel slash, decided that "they would not resort to force separately."

## 2. Shiatsurumi Round House:

On the evening of Jul. 5, the rally decided to struggle for the dismissal in line with the policy set by the Central Committee.

## 3. Shimojujo Elec. Car Office:

All notified of dismissal, rejected to accept the notices, and decided not to receive "the retiring allowances" at the workshop rally held on the night of Jul. 5. Then they studied the strike policy, but the rally was suspended owing to the lack of quorum. On the following day it was held, but was adjourned at last by the same reason.

(Meanwhile, at about 10.30 hrs. Jul. 6, the repatriates from the Soviet territory, followed by the communists of Minato-ward, Tokyo intruded into the office. And, refusing the chief's order not to stay in the office, they remained there until 12.30 hrs.)

## 4. Each branch-chapter of Takasaki and Ueno Ry. Sub-Divs.

On the evening of Jul. 5, each branch-chapter rally decided "not to resort to strike in case of the worst condition".

- 2 -

## 5. Shinjuku Car Inspection Office:

At 18.00 hrs., Jul. 5, they had a rally and decided to bolt from the Union with unanimous consent of all the members (100) in order to "oust the communist factions intending to utilize the Union as a means of a terrolistic revolution and to save our country from their destructive actions."

## 6. OI Workshop:

On Jul. 4, they had a workshop rally and decided by absolute majority not to go on a strike.

B. On the attitude of each chapter at the notification of dismissal.

## 1. Numazu Round House:

On Jul. 6, all the members to be dismissed (128) rejected to accept dismissal notices.

## 2. Mitaka Elec. Car Office:

As of Jul. 6, in the evening, none of those to be dismissed (50) has accepted dismissal notices.

## 3. Other Offices:

Except the two offices above mentioned, there is no office where all the members to be dismissed rejected the notices, including those mentioned in the 3rd item of the previous report (No.8): at Tokyo, Shinagawa, Kozu, and Shintsurumi Round Houses, Shinagawa, Kamata, Higashi-Kanagawa and Nakano Elec. Car Offices, and Numazu, Nakano and Mito Conductors' Offices, about 50% of those to be dismissed rejected the notices respectively, but at the remaining offices, all the members or most of those to be dismissed accepted the notices.

C. At those offices where they decided to resort to "Forceful tactics", or to go on "Regulation abiding struggle" and where they rejected dismissal notices, we have not seen any actual action yet, and the operation is smoothly run as usual.

However, as Kozu and Numazu chapters seem to be in serious situation, it is necessary for us to keep strict watch against them.

*Tomiji Hisada*  
TOMIJI HISADA  
Manager,  
Liaison Office

*file*

TOKYO RAILWAY DIVISION  
J.N.R.

TOKYO, July 5, 1949

Report on Later Labor Situation (No. 8)

Commanding Officer,  
Tokyo Civil Affairs Team

On the subject "to resort to force, including among the struggle tactics decided at the Committee the other day, each chapter came to the decision of its attitude as respective chapter as follows:

(A) Yokohama Chapter:

On 27 June, the Branch Special Rally confirmed with unanimous consent "to resort to force, including strikes" in case of the worst condition.

(B) Shimbashi Chapter:

On 28 June, the Branch Special Rally confirmed the same by the majority.

(C) Chiba Chapter:

On 1 July, the chapter committee studied the subjects "to resort to force" and "regulation abiding tactics" but deferred the decision till the chapter rally to be soon held.

(D) Takasaki Chapter:

On 3 July, they decided "to resort to force, including strikes, but it would be carried out only by the chapter order".

(E) Mito Chapter:

On 4 July, the chapter committee decided not to walkout.

國鐵勞働組合横濱地區協議會長  
運輸事務官

相澤重明

勤務先  
横濱市  
横濱市南區六ツ川  
町二一五番地  
電話  
二一〇八  
七番  
八番  
七番

*file*

TOKYO RAILWAY DIVISION  
J.N.R.

TOKYO, July 5, 1949

Report on Later Labor Situation (No. 8)

Commanding Officer,  
Tokyo Civil Affairs Team

On the subject "to resort to force, including  
along the struggle tactics decided at the Cent-  
tee the other day, each chapter came to the  
its attitude as respective chapter as

follows:

(A) Yokohama Chapter:

On 27 June, the Branch Special Rally con-  
firmed with unanimous consent "to resort  
to force, including strikes" in case of  
the worst condition.

(B) Shimbashi Chapter:

On 28 June, the Branch Special Rally con-  
firmed the same by the majority.

(C) Chiba Chapter:

On 1 July, the chapter committee studied the  
subjects "to resort to force" and "regulation  
abiding tactics" but deferred the decision  
till the chapter rally to be soon held.

(D) Takasaki Chapter:

On 3 July, they decided "to resort to force,  
including strikes, but it would be carried  
out only by the chapter order".

(E) Mito Chapter:

On 4 July, the chapter committee decided not  
to walkout.

國鐵労働組合横濱地区協議會長  
運輸事務官  
相澤重明

勤務先  
横濱市  
横濱市南區六ツ川町二一五番地  
電話  
七六八  
〇一八  
一五七  
番

*file*

TOKYO RAILWAY DIVISION  
J.N.R.

TOKYO, July 5, 1949

藤

川

勇

國鐵労働組合  
新橋支部執行委員長  
東京都地方労働委員長

事務所 東京 三丁目二番地  
電話 二七六九番  
品川 品川 二丁目五番地  
電話 二〇四九番  
品川 品川 六丁目一四一〇番

Report on Later Labor Situation (No. 8)

Commanding Officer,  
Tokyo Civil Affairs Team

the subject "to resort to force, including  
the struggle tactics decided at the Cent-  
ral Committee the other day, each chapter came to the  
decision of its attitude as respective chapter as  
follows:

(A) Yokohama Chapter:

On 27 June, the Branch Special Rally con-  
firmed with unanimous consent "to resort  
to force, including strikes" in case of  
the worst condition.

(B) Shimbashi Chapter:

On 28 June, the Branch Special Rally con-  
firmed the same by the majority.

(C) Chiba Chapter:

On 1 July, the chapter committee studied the  
subjects "to resort to force" and "regulation  
abiding tactics" but deferred the decision  
till the chapter rally to be soon held.

(D) Takasaki Chapter:

On 3 July, they decided "to resort to force,  
including strikes, but it would be carried  
out only by the chapter order".

(E) Mito Chapter:

On 4 July, the chapter committee decided not  
to walkout.

TO RAILWAY DIVISION  
J.N.R.

J. Fujikawa

TOKYO, July 5, 1949

After Labor Situation (No. 8)

TO : Commanding Officer,  
Tokyo Civil Affairs Team

1. On the subject "to resort to force, including strikes" among the struggle tactics decided at the Central Committee the other day, each chapter came to the decision of its attitude as respective chapter as follows:

(A) Yokohama Chapter:

On 27 June, the Branch Special Rally confirmed with unanimous consent "to resort to force, including strikes" in case of the worst condition.

(B) Shimbashi Chapter:

On 28 June, the Branch Special Rally confirmed the same by the majority.

(C) Chiba Chapter:

On 1 July, the chapter committee studied the subjects "to resort to force" and "regulation abiding tactics" but deferred the decision till the chapter rally to be soon held.

(D) Takasaki Chapter:

On 3 July, they decided "to resort to force, including strikes, but it would be carried out only by the chapter order".

(E) Mito Chapter:

On 4 July, the chapter committee decided not to walkout.



TOKYO RAILWAY DIVISION  
J.N.R.TOKYO, July 5, 1949

SUBJECT: Report on Later Labor Situation (No. 8)

TO : Commanding Officer,  
Tokyo Civil Affairs Team

1. On the subject "to resort to force, including strikes" among the struggle tactics decided at the Central Committee the other day, each chapter came to the decision of its attitude as respective chapter as follows:

## (A) Yokohama Chapter:

On 27 June, the Branch Special Rally confirmed with unanimous consent "to resort to force, including strikes" in case of the worst condition.

## (B) Shimbashi Chapter:

On 28 June, the Branch Special Rally confirmed the same by the majority.

## (C) Chiba Chapter:

On 1 July, the chapter committee studied the subjects "to resort to force" and "regulation abiding tactics" but deferred the decision till the chapter rally to be soon held.

## (D) Takasaki Chapter:

On 3 July, they decided "to resort to force, including strikes, but it would be carried out only by the chapter order".

## (E) Mito Chapter:

On 4 July, the chapter committee decided not to walkout.

- 2 -

(F) Hachioji Chapter:

The youth Rally of the Chapter decided to struggle legally, not to resort to force, including strikes and not to confide in the Central Committee.

2. Each branch chapter was holding its workshop rally respectively and was deciding its attitude as follows to mention main events:

(A) Nakano Conductors' Office:

On July 1, they had a rally where they approved all the policies decided by the Central Struggle Committee and decided the following items.

- (1) To strengthen propaganda and to organize action-corps to enforce the movement.
- (2) To resort to "regulation abiding tactics".
  - a. To adhere the fixed number, with the support of passengers.
  - b. To point out incomplete equipment.
- (3) To expose misconducts of the managing staffs.
- (4) To reject notices of dismissal.

(B) Tsudanuma Elec. Car Office:

At the workshop rally on July 2, they decided to "use force" when the case would require.

(C) Kiryu Round House :

At the branch chapter rally held on July 4, they decided as follows.

"We shall use force, including walkouts in case of the worst condition, but shall not resort to the independent action of the branch chapter and obey the directives from the chapter as to the method and other respects".

- 3 -

## (D) Mitaka Electric Car Office:

At the rally of this branch chapter on July 4, they decided to resort to the "use of force, including walkouts" with the maturity of circumstances.

## (E) Yokogawa Round House:

They held the workshop rally on July 4 where they decided to resort to walkouts in case of the worst condition, but they would decide whether they should resort or not, at their own will.

They agreed not to walkout unless the time of maturity would come, even if they have received the directive of the chapter to strike.

## (F) Shintsurumi Conductors' Office:

On June 26, they had a struggle committee when they decided to put "regulation abiding tactics" into effect, but it is not realized yet.

- (1) Freight cars missing regular inspection cards will be stayed on tracks.
- (2) Freight cars insufficiently packed will be spotted.
- (3) Trains having imperfect tail lamps will not be operated.

## (G) Tamachi Elec. Car Office:

They affirmed to follow the struggle policies decided by the Central Committee at the rally on Jul. 4, which meant that they would resort to force at the last stage in accordance with the order from the HQs.

## (H) Numazu Round House:

At the Branch-chapter Struggle Committee on Jul. 4, they decided to resort to strike at the worst stage.

- 4 -

## (I) Ishiuchi Station Federation:

At the rally held on Jul. 4 with the support of outsider block--Densan, Zentei etc. (approx. 100 persons)-- they decided to refuse the dismissal notices.

## (J) Other branch chapters are all going to decide their attitudes at their respective meeting.

Meanwhile, Shimbashi Ry. Sub-Div. is to notify the dismissal to those belonging to Shimbashi, Yokohama and Kozu branch chapters on Jul. 5. Afterwards some actions would be expected by them; however, everything including train operation is normal at present within the division area.

3. The railway authorities began handing out dismissal notices from 18.00 hrs Jul. 4. Movements of those who received dismissal notices from their respective chief are found as follows:

## (A) Shimojujo Elec. Car Office:

All notified of dismissal rejected to accept the notices.

## (B) Tabata Round House:

Of those notified of dismissal, engine drivers and engine cleaners refused but the remaining accepted the notices.

## (C) Tabata Station:

27 Employees who were on duty were notified to be discharged and 9 of them refused.

## (D) Tsudanuma Elec. Car Office:

Of those notified of dismissal, only 3 accepted.

## (E) Tateyama Round House:

Of 41 employees handed out dismissal notices, 8 accepted and the other rejected.

## (F) Shibukawa, Nakanojo, Ishiuchi, and Yuzawa Stations:

All notified of dismissal refused to accept them.

- 5 -

(G) Matsudo Elec. Car Office, Sumidagawa Car  
Inspection Office, Ogu Round House, Omiya  
Round House:

All accepted the dismissal notices.

*Tomiji Hisada*

TOMIJI HISADA  
Manager,  
Liaison Office

TOKYO RAILWAY DIVISION  
J.N.R.*file*TOKYO June 29, '49

SUBJECT: Report on Labor Situation (No. 7)

TO : Commanding Officer  
Tokyo Civil Affairs Team

- (1) We have informed you of the actual situation and the decisions of the Central Executive Committee of JNR. Workers' Union held at Atami on June 26 by the last report, and we wish to continue a good connection with you about the future labor movement.
- (2) We will finish the personnel reduction procedure by the hand of the authorities concerned by *29 June*
- (3) On *1 July* the Government will make an announcement of the personnel reduction and Mr. Shimoyama, President of JNR will address all the employees as per attached.
- (4) The particulars of the JNR personnel curtailment will be shown to the Hqs. of JNR. Workers' Union on *1 July*. As this problem, however, is the enforcement of Personnel Reduction Law, it is not an object of the collective bargaining; the by-law provides that it should not be discussed at the collective bargaining conference. It is likely that the matter will be talked over informally between the authorities and the Workers' Union. However, when we consider the resolutions made at the Central Executive Committee, we cannot expect any peaceful conclusion at this conference, but the authorities will positively enforce it according to the Law.
- (5) On *4 July* the employees who are to be dismissed first will be published and their number amounts to 10,000 or so in Tokyo Railway Division; 10% of the fixed number. The number discharged of the main sub-divisions in T.R.D. is as follows:

Shimbashi Sub-Div.	"	3000
Hachioji	"	800
Ueno	"	1400
Utsunomiya	"	800

On *20 July* the remaining 10,000 employees will be dismissed.

- 2 -

(6) There is some time between the notification of the personnel curtailment to the HQs of Workers' Union and the actual announcement of those to be dismissed. During this period; i.e. on July 4, we have the important duty to transport the U.S. army attending the Independence Day. To fulfill this great job, every possible measure will of course be taken, but we must never forget to be prepared for any emergency when we think of the serious labor movement at present:

(7) We cannot anticipate what step the Workers' Union will resort to, but as the leftist Faction's proposal to oppose all moves for personnel reduction with "Acts of force, including walkouts" was passed at their meeting, we fear that they may violate to interfere communication or obstruct track operation, not to mention general sabotage. Moreover, we are afraid that "people's trains" and people's Management of station and other organization might appear.

(8) The time when these disturbances may occur will probably follow the publication of dismissal, for they decided at the Central Executive Committee at Atami that they would take actions instantly after the collective negotiation has failed.

*Tomiji Hisada*

TOMIJI HISADA  
Manager,  
Liaison Office

President's Address To All JNR Employees

Regarding the reduction of Japan National Railway employees, it is to our great regret that we have to send the list of those to be dismissed to the National Railway Workers' Union, and at the same time it is our sincere request that, by making the case public, all the employees should understand what this administrative reform means and cooperate with us in carrying it out. ....(omitted).

The budget of the 1949 fiscal year was approved by the late session of the Diet, as it proved to be a thoroughly balanced one in accordance with the Nine-point Economic Stabilization Program. As a result, our estimate of JNR cannot depend upon the general account as usual but has to be founded on independent management. ....(omitted).

Some of our employees are to be reduced this time by the spirit of the purport above mentioned. However, it is our firm belief that, even though 100,000 out of 600,000 employees be dismissed, we could smoothly transact the mission of transportation with the cooperation of 500,000 employees remained this year. ....(omitted).

As to the detailed formula of dismissal, we expect to make it public before long; in short the point aimed at is to raise the efficiency of overall JNR; we want to reduce, not by the mechanical measure of age or sex,



but by the measure of effort to the mission of public service, with character, knowledge and technique of JNR. However efficient he may be, one who prevents the normal operation of JNR or agitates other employees to neglect their duties, cannot be a competent employee of our corporation.

When we fail to distinguish the employees by the standards above mentioned, we are thinking of adopting a fair measure as " a seniority system ", taking long service into account.

While those that are unfortunately dismissed are to get as much retiring allowances as possible out of stringent finances of JNR. Moreover, we should like to employ again those who are dismissed this time, though comparatively competent in their jobs, whenever there be vacant posts for 2 years to come.

The above is the gist of our design as to the personnel reduction this time. We hope you, all of JNR employees would recognize the necessity of what we want to carry out to break the urgent deadlock of our country and would be our alter ego to cooperate with us.....(omitted)

TOKYO RAILWAY DIVISION  
J. N. R.

TOKYO, 28th June 1949

SUBJECT: REPORT ON LABOR SITUATION (No. 6)

TO : Commanding Officer,  
Tokyo Civil Affairs Team

## A. Later labor situation (after No.5 report)

After the strike was halted, trains and tramcars have normally operated as are scheduled.

## B. Central Committee of National Railway Workers' Union:

The 15th meeting of the Central Committee was held at Atami Public Hall from Jun. 23rd to 25th as follows:

First day (On 23rd)

The Committee consisted of 130 members: 66 are the Leftist (Communist Faction 43, Renovation League 23) and had a majority, while the Democratic League 45, the Neutral One 19.

As T. Niikawa (Renovation League) was elected chairman and T. Nakamura (Communist), vice-chairman, the Leftist were in better position in taking up business. On the first day the Central Struggle Committee reported the progress of the late National Ry. Strike and others and the first-day session was over after questions and their answers.

Second day (On 24th)

The subjects for discussion were classified into the following two:

1. Current struggle policy
2. How to deal with the conversion to Public Enterprise Corporation

The 2nd item went ahead to discuss, with questions and their answers and in the afternoon they entered upon the discussion of struggle policy, one of the most important objectives at the Central Committee.

- 2 -

First of all, the outline of the current struggle policy was interpreted by Inoue, Central Struggle Committee as follows:

1. To strengthen the propaganda
2. To struggle actively by means of strict observation of the requirement of the Law and Regulations concerned, and at the same time, requesting what the Basic Labor Law, the Train Operating Regulations etc. require.
3. To expose the illegal and the scandalous as a struggle, (e.g. Scandals of highly-paid officials of Government)
4. To strengthen the struggle in close cooperation with outside unions and organizations. (i.e. Joint Struggle)
5. To start collective bargaining with the authorities concerned. (The Table of Personnel Organization Law shall be substantially invalidated on account of illegality.)
6. To resort to acts of force, including walkouts.

To prepare for the plan whether train service should be suspended or not, in accordance with people's will. (In this case, the above activities shall be resolute, not to be frustrated by any suppressive order of the authorities.)

To struggle so as to keep away from the possible isolation, even if it is merely a chapter or a chapter branch.

After this explanation, they immediately entered into question-and-answer regarding the above struggle policy, but the discussion between the Leftist and the Right Wing was so heated that the second day session was brought to close without reaching any conclusion.

#### Third day (On 25th)

Subsequently to the previous day, the discussion on the struggle policy was kept on and in the long run, they adopted the above policy from the 1st to 5th items, as had been proposed by the Union Headquarters, but the 6th item in the policy caused a violent debates till 19.40 hrs. between the Leftist claiming to use force, including walkouts, and the Right Wing opposing them, which was finally decided "to use force, including walkouts, in case of the worst" by a vote with the count showing 66 for use of force, while 45 against, 9 void and 4 blank.

(At the same time, however, it was confirmed that the judgment to use force should be decided by the Headquarters in case of failure of the collective bargaining, and that the dispute activities should be controlled by the Central Struggle Committee).

*Tomiji Hisada*

TOMIJI HISADA  
Manager  
Liaison Office

This is the general report,  
requested by Mr. Remley,  
Tokyo Division, JTRRS.

SUBJECT:

TO :

Regarding the subject matter, we have the honor to report you as follows.

1. The Reason of Dismissal of Persons responsible for the Strike

The conductors in Higashi-Kanagawa, Chiba and Kamata Conductors' Offices rejected the Shift System of the New Work Schedule issued by the authorities. Though they are prohibited to go on strike by Art. 17 of Public Corporation Labor Relation Law, some of them kept the operation by the old Shift System still by the decision of their chapters and others neglected their duty aboard entirely, while those of Nakano and Mitaka Conductors' Offices went on Paralysis Strike.

The authorities repeatedly issued the business directives to accept the New Shift System and to carry out the normal operation, with the warning afterwards, but, they continued to reject them as ever.

In concert with outside mobs (Members of Korean Labor Union, Communist Fractions and other Unions), some of them, not only excluded orders and directives of the authorities, but went so far as to interfere with the management in some conductors' offices and electric car offices, which interrupted the normal operation and caused a partial traffic suspension.

Therefore the authorities dismissed the leaders and the agitators of strike cited in No.2 Item by Art. 31 of J.N.R. Act and Art. 17 of Public Corporation Labor Relation Law.

## TOKYO RAILWAY DIVISION

J. N. R.

TOKYO 14 June 1949

SUBJECT: Report on Strike of Japan National Railway

TO : Commanding Officer,  
Tokyo Military Government Team

Regarding the subject matter, we have the honor to report you as follows.

1. The Reason of Dismissal of Persons responsible for the Strike

The conductors in Higashi-Kanagawa, Chiba and Kamata Conductors' Offices rejected the Shift System of the New Work Schedule issued by the authorities. Though they are prohibited to go on strike by Art. 17 of Public Corporation Labor Relation Law, some of them kept the operation by the old Shift System still by the decision of their chapters and others neglected their duty aboard entirely, while those of Nakano and Mitaka Conductors' Offices went on Paralysis Strike.

The authorities repeatedly issued the business directives to accept the New Shift System and to carry out the normal operation, with the warning afterwards, but, they continued to reject them as ever.

In concert with outside mobs (Members of Korean Labor Union, Communist Fractions and other Unions), some of them, not only excluded orders and directives of the authorities, but went so far as to interfere with the management in some conductors' offices and electric car offices, which interrupted the normal operation and caused a partial traffic suspension.

Therefore the authorities dismissed the leaders and the agitators of strike cited in No.2 Item by Art. 31 of J.N.R. Act and Art. 17 of Public Corporation Labor Relation Law.

- 2 -

2. Names of Dismissed Persons  
(See annexed list)
3. Situations of walkouts in local offices:
  - a. Higashi-Kanagawa Conductors' Office;

They were against the conductors' new train-duty schedule (so called new Shift Schedule) formulated in line with the 48 hour system by the Table of Personnel Organization Law, which they interpreted as the prelude to mass dismissal. Rejecting the orders and directives of the authorities, they entered into Union's management by the old Shift Schedule from 7 June.

On 9 June, disciplinary punishments were meted out to some leaders and instigators, which caused the strike on Yokohama Line at 10.50 hrs. on the same day.

- b. Chiba Conductors' Office;

At 09.30 hrs., 6 June, they had a mass meeting at the working place, and passed the decision not to take train duty by the new Shift Schedule, but by the old shift under the Union's management. By the outside pressure, the train operations were compelled to be reduced from the same day.

- c. Nakano Conductors' Office and Nakano and Mitaka Electric Car Offices;

On 10 June, the Joint Struggle Committee was held, and passed the decision to protest against the new Shift Schedule and to go on the strike from the first run on the following day.

- d. Kamata Conductors' Office;

On 6 June, a mass meeting at the working place was held by the proposal of Higashi-Kanagawa Conductors' Office, passing the decision to oppose to the new Shift Schedule, and to be under the Union's management from the following day. On 10 June, they joined other offices in striking from the first run.

- 3 -

e. Higashi-Kanagawa Electric Car Office;

On 10 June, they entered into strike under the outside pressure and operated the so called "people's train".

*Tomiji Hisada*

TOMIJI HISADA  
Manager  
Liaison Office

DISTRIBUTION

Lt. Col. L. W. Anderson  
Lt. Col. E. W. Hall  
Commanding Officer, Kanagawa Mil. Gov't Team

LIST OF DISMISSED CREW

<u>Working Office</u>	<u>Post</u>	<u>Name</u>		<u>Age</u>
Higashi-kanagawa Conductors' Office	Conductor	INOUE	Kan-ichi	24
"	"	KURITAKE	Tokio	28
"	"	YANAGAWA	Kazuo	25
"	"	OKAMOTO	Kazumi	25
"	"	KAWAKUBO	Masao	21
"	"	MINAFUJI	Otomatsu	23
"	"	YOSHINO	Hiroshi	25
"	"	MINAKUCHI	Iwao	27
"	"	SEKINE	Kunimatsu	20
"	"	INE	Kosaku	20
TOTAL	11			
Chiba Conductors' Off.	"	YAMAMOTO	Chonosuke	33
"	"	ITOHISA	Toshiharu	26
"	"	HAYASHI	Chotaro	29
"	"	KOSHIKAWA	Yoshiyuki	28
"	"	KANASAKA	Fujio	27
"	"	NEGISHI	Eiichi	26
"	"	NAKAJIMA	Noboru	25
"	"	AZUMAGAWA	Tetsuo	24
"	"	KASE	Takeji	24
TOTAL	9			

The above persons were dismissed by way of disciplinary punishment,  
dated Jun. 9 '49.

Higashi-kanagawa Conductors' Off.	Conductor	SHINOZAKI	Ken	39
"	"	OKI	Yoshiharu	25
"	"	NAMIKI	Jiro	23
TOTAL	3			
Kanata Conductors' Off.	"	KONISHI	Keijiro	26
"	"	UCHIYAMA	Kunio	26
"	"	AOKI	Jintaro	30
"	"	SUZUKI	Yoshichi	25
"	"	YAMADA	Ichiro	25
"	"	TAKANO	Sakae	25
"	"	TAKAGI	Nobuo	23
"	"	WINOMIYA	Katsuo	22



- 2 -

<u>Working Office</u>	<u>Post</u>	<u>Name</u>	<u>Age</u>
Kemata Conductors' Off.	Conductor	TAKAHASHI Tetsuzo	25
"	"	YASUKAWA Yasuo	20
"	"	KONOBE Sadayuki	21
TOTAL	11		
Nakano Conductors' Off.	"	YAMAGA Tetsuji	51
"	"	IWASAKI Hiroshi	28
"	"	GAINO Tokuji	26
"	"	SUWA Yoshio	27
"	"	OZAKI Shigenobu	29
"	"	MATSUMURA Yukio	21
"	"	HAYASAKA Masao	27
"	"	KIRIU Koichi	24
"	Appr. Conductor	TAZOE Hisao	31
"	Conductor	KOYAMA Yukio	28
"	"	SHIMADA Hideaki	24
TOTAL	11		
Nakano Elec. Car Off.	Motor-man	YAMAMOTO Hisaichi	46
"	"	HASHIMOTO Tetsuji	26
"	"	SUGIYAMA Kiyonao	29
"	"	YUYAMA Kinzo	40
"	"	SUMI Ginzo	33
"	Mechanic	OTOTAKA Eiji	22
"	Motor-man	ISHIZUKA Tomitaro	28
"	Elec. Car Inspector	NAKANO Masayu	34
"	Repairer	KOIKE Teruo	22
"	Motor-man	SAKAI Mitsuo	28
"	Repairer	MORIZAKI Masayuki	22
TOTAL	11		
Mitaka Elec. Car Off.	Elec. Car Inspector	IIDA Shichizo	33
"	Repairer	AOYAGI Masao	27
"	Motor-man	ITO Masanobu	26
"	Repairer	IMANARI Hidekichi	27
"	Motor-man	TASHIRO Isamu	24
"	Repairer	HAMANO Akira	24
"	Mechanic	YOKOTANI Takeo	27
"	Clerk	SAKIZUKI Kunihiko	23
"	Repairer	ASAKO Kichi	22

- 3 -

<u>Working Office</u>	<u>Post</u>	<u>Name</u>		<u>Age</u>
Mitaka Elec. Car Off.	Car Cleaner	SHIMIZU	Yutaka	20
"	Car Inspector	ISHII	Hoji	26
TOTAL				11
GRAND TOTAL				66

The above persons were dismissed by way of disciplinary punishment, dated June 10 '49.

HEAD OFFICE  
TOKYO RAILWAY DIVISION  
J. G. R.

No. \_\_\_\_\_

TOKYO, June 14, 1949

SUBJECT: Report on Labor Situation No. 4

TO : Commanding Officer,  
Tokyo Military Government Team

## A. JNR Strike Called Off

As the JNR strike started from rejection on the part of train crews to the enforcement of the new work schedule was ordered to be called off by G.H.Q. at 11.30 hrs 11 June, elec. train service in the Tokyo-Yokohama area went back to normal since the first train of the following day as follows:

## 1. Higashi-Kanagawa Conductors' Office

11 June, 12.50 hrs, they decided to call off the strike at the rally.

## 2. Chiba Conductors' Office

In compliance with the return-to-work order of the Supt., Tokyo Ry. Div., all the members went back to their posts by 16.00 hrs, 10 June and are working on the new shift schedule.

## 3. Nakano Conductors' Office

June 11, 19.30 hrs, they decided to halt strike but to work on the old shift schedule at the sub-branch struggle committee, however, June 12, 18.00 hrs, all the members agreed to work in accordance with the new one.

## 4. Nakano Elec. Car Office

June 11, 15.20 hrs, the "halt-strike" was decided at the sub-branch rally.

## 5. Mitaka Elec. Car Office

June 11, 16.30 hrs, they decided to call off the strike.

## 6. Kamata Conductors' Office

June 12, 19.40 hrs, all the members agreed to follow the new work schedule.

## 7. Higashi-Kanagawa Elec. Car Office

June 11, 11.50 hrs, the normal electric train service was restored.

## B. Extra News, JNR Press

An agitation leaflet published by the JNR Workers' Union Hqs, dated June 10, '49 is enclosed for your reference. So-called "people's train" is mentioned in the above.

*Tomiji Hisada*

TOMIJI HISADA  
Manager,  
Liaison Office

DISTRIBUTION

Lt. Col. L. W. Anderson  
Lt. Col. E. W. Hall  
Commanding Officer, Kanagawa Mil. Gov't Team

\* \* \* \* \*  
\* EXTRA NEWS, J.N.R. PRESS \*  
\* \* \* \* \*

June 10 '49

Published by: Japanese National Railway Workers'  
Union Hqs., Transportation of  
Ministry Bldg., Marunouchi,  
Chiyodaku, Tokyo

Tel. (23) 0039,  
(24) 1689.  
Ry. Tel. (Tokyo) 1703-7.

Publisher: Etsuo Kato

Chief Editor: Hakugen Hayashi

Editor in Charge: Shigeo Hayamizu

THIS IS THE TRUE STORY:

WHY WE MUST WALKOUT!

- LET'S OPERATE TRAINS BY

THE HAND OF THE PEOPLE.-

To all of you, the people, we are very sorry for putting you in trouble so much which has started from yesterday. But we hereby earnestly desire you to know the actual state of things.

This case, as you know, has its origin in the Table of Personnel Organization Law to aim at mass dismissal which was forcibly enforced by the reactionary Government of Democratic-Liberal Party.

Forcing 120,000 personnel cut upon J.N.R., they are trying to prepare for the above; as a prelude, by putting in the execution of the Shift Schedule on train crew of Conductors' Offices and Engine Sheds.

The Shift Schedule is indeed a deadly working hour system beyond comprehension - when once a train crew take duty aboard, he will be surely unable to come home for three days at a minimum and six days at a maximum. This is the truth of the new Shift Schedule, which is to be recalled from the stand point of humanity.

- 2 -

Thus, the authorities intend to extract surplus personnel by increasing labor burden, which figure is expected to be discharged; 20% of all the employees.

Such being the case, we, all employees of each office throughout the country, had been appealing to the authorities on how hard would the new schedule be for us and also claiming that such a problem as labor conditions should be discussed at the collective negotiation provided by the law. As the authorities, however, would not take up this proposal, some 'conductors' offices operated by the old schedule with the approval of their respective chiefs, on the grounds that the new system would be too hard for us, crew.

Suddenly, on the morning of 9th, the authorities announced the dismissal of 19 conductors of Higashi-Kanagawa and one other Conductors' Offices, and tried to constrain us to take train duty by the new Shift Schedule under a close connection with police. Enraged crew in Yokohama and other offices, with the support of other local labor unions, instantly rejected to take their duty aboard.

The Yoshida Cabinet is intending to destroy all industry in Japan to maintain monopolistic capital. The Mass dismissal of 120,000 in J.N.R. is the vanguard of its intention. Should this step be carried out one-sidedly, J.N.R. would be too ruined to reconstruct again. Above is only one example. These kinds of policies are now put into effect in all industrial circles, and in lives of farmers as well as citizens. We dare say it is the present government that has made us what we are; in miserable conditions.

By the way, let us restore the normal operation of electric and locomotive trains now suspended. The will and the actions of you, passengers can only do this. For instance, our fellow laborers at Yokohama chapter rejected the operational directives by the authorities, but they undertook to operate commuter trains yesterday for the benefit of working class, with the agreement of laborers and citizens.

The authorities are responsible for the trouble. Unless this fact is not resolved, trains would not be operated. However let us try to run trains by our mutual agreement and by our hands.

Our problems now in question have something in common with your private lives in some way or other. J.N.R. belongs to you, people, not to the Government. Comrades! Let us set trains in motion by the hands of our working class!

*RRR*

**HEAD OFFICE  
TOKYO RAILWAY DIVISION  
J. G. R.**

No. ....

TOKYO, 11 June 1949

**SUBJECT:** Report on Labor Situation (No.3)**TO :** Commanding Officer  
Tokyo Military Government Team

1. The train-crew of Higashi-Kanagawa and Chiba Conductors' Offices keep on rejecting the business directives (New Work Schedule) lately issued and are giving hinderance to the regular traffic, interfering with the duties of the chiefs of each office in concert with some outsiders. Therefore we had to dismiss the following conductors that violated Art. 31 of Japan National Railway Law and Art. 18 of the Labor Law of Public Enterprise Corporation on June 9.

Higashi-Kanagawa Conductors' Office	10	conductors
Chiba	9	"
Total	19	"

2. As of 13.00 hrs. June 10, the following offices have gone on strike.

Conductors' Office: Kamata, Nakano, Chiba,  
and Higashi-Kanagawa

Electric Car Office: Kamata, Nakano, Mitaka  
and Higashi-Kanagawa

(a) As a result, the operations on the following lines have been partially suspended.

R-563  
JUN 13 1949

Line	Section	Date	Regul. Susp. Susp.		
			Tr.No.	Tr.No.	%
Keihin-Tohoku	Umiya-Tsurumi	June 9	170	77	45%
		" 10 (as of 13hrs.)	134	132	99%
		" " " 24 "	298	289	96%
	Tsurumi-Sakuragicho	"	116	89	77%
		"	87	87	100%
		"	188	188	100%
Tsurumi Line	Tsurumi-Hamakawasaki	"	124	98	79%
		"	116	102	88%
		"	234	220	96%
Yokohama	Higashi-Kanagawa-	"	32	14	41%
	Hachioji	"	27	17	63%
		"	60	46	76%
Chuo Line	Tokyo-Asakawa	June 10 (as of 13 hrs.)	180	148	82%
		" " 24 "	384	298	76%
Sobu Line	Chiba-Ochanomizu	"	127	77	61%
		"	287	152	49%

Furthermore, regular operation is carried out on Yamate, Yokosuka, Joban and the other lines. On Keihin-Tohoku Line the operation is altogether suspended as of 13.00 hrs. June 10, but on Chuo-Line, Yellow-Ball cars and special cars for Allied Forces employees and railway employees are running.

b) The locomotive trains are run as usual except a few cases on Chuo Line.

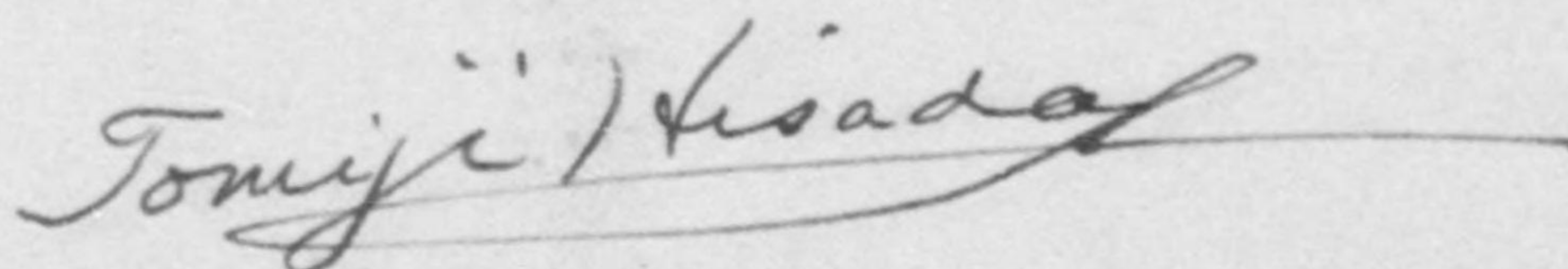
3. The train crew of Higashi-Kanagawa and Kamata Conductors' Offices were dismissed by the same reason as is cited in the 1 item.

Higashi-Kanagawa C.O.	3 conductors
Kamata C.O.	11 "
Total	14 "



- 3 -

4. The Director of Tokyo Ry. Div., considering the serious circumstances, issued the business directives repeatedly to resume the ordinary operation by the New Work Schedule in vain. Such being the case, he revealed the memorandum of warning per attached to the chapters that are under walkout and to the other offices under his jurisdiction at 12.00 hrs. June 10.
5. As at 15.40 hrs. June 10, some operations between Omiya and Akihavara on Keihin-Tohoku Line have begun by the aid from Omiya and Ueno Conductors' Offices.
6. The Director, taking various circumstances into account, extended the term of their resumption cited in the warning till 10.00 hrs. June, 11 at 16.40 hrs. June 10.



TOMIJI HISADA  
Manager, Liaison Office,  
Tokyo Railway Division

DISTRIBUTION

Lt. Col. L. W. Anderson  
Lt. Col. E. W. Hall  
Commanding Officer, Kanagawa Mil. Gov't Team

## TOKYO RAILWAY DIVISION

J. N. R.

TOKYO 12hrs. 10 June 1949

## WARNING

The employees of Japan National Railway are prohibited the labor dispute by the Labor Law of the Public Enterprise Corporation. Consequently those who would violate such action, shall not be protected by the law and be dismissed on account of their illegal action.

It is our great regret that some train crew assigned to a few conductors' offices and electric car offices under our jurisdiction have halted their works, but their walkouts are not, we think, caused by their own will but are traced back to the instigation of a few extremists; so that we, the authorities concerned, expect them to call off their strike and return to their working places immediately.

In the event they don't return to their working places to take their respective duty by 16 hrs. today, they shall be dismissed on the grounds that they have thrown off their offices.

HIDEO IMAIZUMI,  
Director,  
Tokyo Ry. Div.

HEAD OFFICE  
TOKYO RAILWAY DIVISION  
J. G. R.

No. \_\_\_\_\_

TOKYO, 4th June 1949

SUBJECT: Report of Labor Situation (No. 1)

TO : Commanding Officer  
Tokyo Military Government Team.

We wish to report on the current labor situation:

1. On 26th and 27th May, the Chief of Higashi-Kanagawa Conductors' Office informed its employees to carry out a conductors' shift schedule; a revised program of train-duty for conductors according to the revision of duty-hours, starting from 1 June (which was to be put into effect from 10 January '49, immediately after the general revision was done, however it has been delayed to date).

On 30 May, the Union, had a meeting of the Youth Group of Chapter Branch, which passed the resolution that all employees would take train-duty by the former schedule, not by the new one, on the grounds of absolute opposition to the Table of Personnel Organization Bill (presuming that there would be a certain number of surplus men to be dismissed, due to some increase of duty-hours by the new shift schedule and the overwork on the part of employees).

On 31 May, a resolution on refusal of the new shift schedule was again passed at the mass meeting of the Chapter Branch, notwithstanding the persuasion of the Chief of Conductors' Office that the new shift schedule was not revised for the purpose of dismissal but was caused by business directives according to the revision of duty-hours.

Consequently, they are still taking train-duty by the former schedule at present (12.00 hrs. 4, June)

But, as it is not the refusal of train-duty itself, no direct troubles have been brought to the train operation, not to mention to that of Allied Forces trains.

- 2 -

2. At 18.00 hrs., 1 June, an informal conference was held by the initiative of the chapter to find out a way of peaceful settlement between the Chief of the office and the members of Chapter Branch, but did not come to any satisfactory conclusion, when sixty or seventy union members of both Tamachi and Higashi-Kanagawa Electric Car Offices, Shintsurumi Conductors' Office, and Communist Committees nearby participated in the conference, hoisting red flags, to prevent their conciliation with the authorities to which they were rumoured to be prone.

3. To cope with the situation, the Superintendent of Shimbashi Railway Subdivision issued the following business directive at 11.00 hrs., 3 June, to the Chief of Higashi-Kanagawa Conductors' Office.

"Report be submitted immediately of all the names of those who do not take their duties by the new schedule designated by the Chief, for we have to handle them as offenders against business directives".

4. On 3 June about 15 members of conductors' offices nearby gathered at Chiba Conductors' Office in Ochanomizu Station Yard, and decided the resolution to take their duties by the former shift schedule and called in the aid of other Engine Sheds and Electric Car Offices.

Thus, Hachioji Maintenance Office, Mitaka Electric Car Office, Chiba and Nakano Conductors' Offices, Numazu Station and Numazu Engine Shed, seem to stand by them and we are afraid that this situation will influence other offices on the questions against the new shift schedule and the mass dismissal.

*Tomiji Hisada*

TOMIJI HISADA  
Manager,  
Liaison Office

DISTRIBUTION:

Lt. Col. Anderson  
Lt. Col. Hall  
Kanagawa Mil. Gov't Team

HEAD OFFICE  
TOKYO RAILWAY DIVISION  
J. G. R.

No. \_\_\_\_\_

TOKYO, 6 June 1949

SUBJECT: Report of Labor Situation (No. 2)

TO : Commanding Officer  
Tokyo Military Government Team

Reference is made to our letter to you, dated June 4, '49 subject: "Report of Labor Situation No. 1."

A. Chiba Conductors' Office

1. On June 5, 10.00 hrs., at Chiba Conductors' Office Branch Chapter, struggle committees led by the Head Committee met the Chief of the Chiba Conductors' Office at the schooling room in the compound to determine their attitude toward the "Absolute Opposition to the Conductors' Shift Schedule" resolved at representatives meeting of Chiba, Nakano and Higashi-Kanagawa Conductors' Offices held on June 4.

2. At 11.00 hrs. communist members of the outer blocks, mainly that of Korean Federation, Densan Chiba Branch Chapter and Nippon Express Co. and employees of the Nakano Conductors' Office (Approx. 20) gathered in and around the same room displaying red flags. Its number amounted over 200 at noon.

3. The Chief at first did insist on the enforcement of the New Shift Schedule-Business Directives, however, the above mentioned atmosphere compelled him to sign finally on the pledge not to carry out the new schedule, which had been prepared beforehand on the part of the Union.

4. Worrying that the Chief would be in a painful position in consequence, the Union announced the struggle statement to the branch member as follows:

"We will struggle to the last if any unfavorable action to the Chief be made by the authorities."

- 2 -

5. Corresponding to the situation, the Supt. of the Chiba Ry. Sub-Div. sent the letter on May 5 to the Chief of the Chiba Branch Chapter, which follows:

"Activities of your union member taken in connection with the enforcement of the New Shift Schedule is deemed to hinder the normal train operation, therefore, you are directed to stop them entirely by 15.00 hrs. this evening."

B. Higashi-Kanagawa Conductors' Office

6. At Higashi-Kanagawa Conductors' Office, the New Shift Schedule has not yet been carried out completely. At 12.00 June 6, the new and old ones are being enforced intricately.

*Tomiji Hisada*

TOMIJI HISADA  
Manager  
Liaison Office

DISTRIBUTION:

Lt. Col. E. W. Hall  
Lt. Col. L. W. Anderson  
Commanding Officer, Kanagawa Mil. Gov't. Team

HEAD OFFICE  
TOKYO RAILWAY DIVISION  
J. G. R.

No. \_\_\_\_\_

TOKYO, 31st May 1949

SUBJECT: Report of Late Situation of  
Japanese Government Railway

TO : Commanding Officer  
Tokyo Military Government Team

Regarding the subject matter, we herewith wish to  
inform you as the annexed.

*Tomiji Hisada*

TOMIJI HISADA  
Manager  
Liaison Office

HEAD OFFICE  
TOKYO RAILWAY DIVISION  
J.G.R.

TOKYO, 31st May 1949

REPORT OF LATE SITUATION OF JAPANESE GOVERNMENT RAILWAY

With the general enforcement of Table of Personnel Organization Bill that passed the Diet, JGR has to reduce a large number of its employees. As various troubles and difficulties are expected to happen during the coming few months when this reform comes into effect, we hope to keep a close connection with you, with the information of the latest situation of JGR.

1. Reorganization of JGR

As JGR is reorganized into the public corporation called "Japan National Railway" on June 1, we are preparing various arrangements and the Government and the Diet are looking for the President, the Vice-President and the highest staffs of this organization.

2. Rationalization of Enterprise and Personal Reduction

The JGR budget has been extremely retrenched in accordance with the Nine-point Economic Stabilization Program. Consequently, we are planning various arrangements of rationalization of our enterprise within the retrenched budget. Among them the reduction of employees is considered most difficult; the number of employees to be discharged on the basis of the Table of Personnel Organization Bill is expected to amount to 100,000 out of 600,000 employees of JGR and that this discharge must be enforced by the end of July.

The standard necessary for this personnel cut has not yet been decided by the authorities; even if it is decided, we must negotiate with the Government Railway Workers Union about it, before it is enforced. Thus there remain a number of problems presaging serious difficulty for us to solve as follows.

A. Time of Reduction

When we consider the budget which the Diet approved this year, we have to enforce it by the end of July. Then the term of 2 months being too short, the employees will be struck by serious shock.

(Order 4, 15 May '49): Carry out powerful struggle against the Table of Personnel Organization Bill by having union meetings at their respective working places, offices, shops, etc., as well as



HEAD OFFICE  
TOKYO RAILWAY DIVISION  
J.G.R.

TOKYO, 31st May 1949

REPORT OF LATE SITUATION OF JAPANESE GOVERNMENT RAILWAY

With the general enforcement of Table of Personnel Organization Bill that passed the Diet, JGR has to reduce a large number of its employees. As various troubles and difficulties are expected to happen during the coming few months when this reform comes into effect, we hope to keep a close connection with you, with the information of the latest situation of JGR.

1. Reorganization of JGR

As JGR is reorganized into the public corporation called "Japan National Railway" on June 1, we are preparing various arrangements and the Government and the Diet are looking for the President, the Vice-President and the highest staffs of this organization.

2. Rationalization of Enterprise and Personal Reduction

The JGR budget has been extremely retrenched in accordance with the Nine-point Economic Stabilization Program. Consequently, we are planning various arrangements of rationalization of our enterprise within the retrenched budget. Among them the reduction of employees is considered most difficult; the number of employees to be discharged on the basis of the Table of Personnel Organization Bill is expected to amount to 100,000 out of 600,000 employees of JGR and that this discharge must be enforced by the end of July.

The standard necessary for this personnel cut has not yet been decided by the authorities; even if it is decided, we must negotiate with the Government Railway Workers Union about it, before it is enforced. Thus there remain a number of problems presaging serious difficulty for us to solve as follows.

A. Time of Reduction

When we consider the budget which the Diet approved this year, we have to enforce it by the end of July. Then the term of 2 months being too short, the employees will be struck by serious shock.

- 2 -

#### B. Number of Employees discharged

So high rate of personnel cut as 20%, e.g. in the case of Tokyo Ry. Div. approximately 20,000 employees will be discharged.

#### C. Method of Reduction

As the number of those who wanted to retire from their position voluntarily came to an end at the end of March, further personnel cut must be enforced against their will, and one method to be adopted is the so-called "seniority" system, but JGR has no experience in the "seniority" system and how to classify the order of seniority among many JGR employees that have often been removed to different positions in the various organizations seems to be the hardest thing to do.

#### D. Object of Reduction

When the "seniority" system is adopted for this purpose, young persons are liable to be the object of the reduction owing to their age, but as many young men are engaged in the jobs on the field which require comparatively more physical labor, it is feared that when they be discharged, the senior ones must take their place and on the occasion there may be serious agitation and friction with their authorities. We are afraid that as the young ones are comparatively thoughtless, various sorts of the defiant actions may be committed in case of dismissal or after that.

### 3. Recent movement of Workers Union

The recent movement of the Workers Union shows that the lower organizations have given up to act on their own authority, as was seen before, but are acting under the direction of the HQS, observing the orders of the highest committee. Consequently their aim is turned to realize their claim through political and social movement, laying emphasis on the Diet.

They are crying out against the Table of Personnel Organization Bill and against the Controversial Revisions of the Trade Union Law rather than to raise salaries and wages.

(1) On 11 May '49, a mass meeting was held at the HQS of the Workers Union against the Table of Personnel Organization Bill, and, after a demonstration march to the Diet building, resolution notes of the above mentioned meeting were presented to the Chief Secretary of the Cabinet, the minister of transportation, and the representatives of all political parties.

(2) Orders issued by the Union Headquarters to the members for their struggle are as follows:

(Order 4, 16 May '49): Carry out powerful struggle against the Table of Personnel Organization Bill by having union meetings at their respective working place, office, shop, etc., as well as

putting up one or more posters per union member in their working places or on the street; thus inspiring the propaganda active.

(Order 6 ): Start the movement to receive full allowances for all over-time works, and reject all over-time works without the said allowances for a week beginning 16 May.

(Order 7, 18 May '49): Carry out vigorous propaganda with microphone and public speeches on street, in each union chapter for the purpose of stirring up public opinion against the Yoshida Cabinet, making clear the present devastated state of JGR facilities and tracks and also the unreasonable mass dismissal of JGR employees.

(Order 9): Form the committee to prevent JGR from devastation.

(Order 10): Send the photographs of the actual condition of the devastated facilities and rolling-stocks of JGR, with the explanations, not later than 10 Jun. '49.

(3) The Central Executive Committee of the Government Railway Workers Union classified according to their individual political views, are as follows:

Right-wing Democratization League .....	13
( or "Mind-kei" )	
Left-wing Renovation League .....	7
( or "Kakudo-kei" )	
Communist Faction .....	13
( or "Kyosan-kei" )	
Neutral Party .....	2
( or "Churitsu-kei" )	
Total	35
Etsuo KATO, Chief Executive .....	Right-wing Democra- tization League
Ichizo SUZUKI, Sub-Chief Executive ...	Communist Faction

4. Railway Accidents

Of late following accidents have happened in Sapporo and Shikoku Ry. Div. Investigations are now underway by both JGR and police authorities, but, they are surmised to have been caused by the acts of those who are conversant with JGR affairs, either ex-employees

- 4 -

discharged last year for "job-desertion" or the disaffected fellows. Therefore, to prevent such kind of accidents, proper actions have been taken according to respective circumstances.

(Sapporo Ry. Div.)

1. 20.15 hrs. April 13, at Oiwake Round House on Muroran Line, some one let a locomotive engine under repair fall down to the ground by lifting up one pair of beam-jack.
2. 21.00 hrs. April 23, at Kitami Round House on Sekiboku Line, some tried to derail the engine by inserting the rail brace into No. 9 switch in the yard.

(Shikoku Ry. Div.)

3. 4.23 hrs. May 9, while No.1 train was running between Asami and Iyo-Hojo Sta. on Yosan Main Line, the engine and two coaches derailed, and 3 crew were killed, 1 injured and 3 passengers injured. Investigation revealed that some had attempted to derail the train by taking dog nails off the rail and some one concerned JGR is suspected of the crime and the police authorities are making search of the offender.

By the way, all the accidents in the Tokyo Ry. Div. are reported to you and any vicious one as cited above has not happened so far.

5. Various instructions of the Communist party seem to have been received by JGR field sections.

Closing the report, we hope your due consideration of our situation.

TOMIJI HISADA  
Manager, Liaison Office,  
Tokyo Railway Division

運輸省鐵道總局職員局  
總務課長 吾孫子

豊

2

YUTAKA ABIYO  
(SECTION-CHIEF)  
General Affairs Section,  
Labor Bureau, G. P. B.,  
Ministry of Transportation.







LABOR DISPUTE QUESTIONNAIRE

Company: *Government Railway*  
 Union: *110 kintetsu Rodo Kumiai, Yokohama Branch*  
 Location & Type of Business:  
 Total No. Employees *11,000 union members*  
 Affiliations of Union: *Independent*  
 Terms of Existing Contract: *Expired 22 Feb. 1945. Prolonged to May 1945 until new contract is signed.*

Nature of Dispute: *Not working over the hours or days specified in the Labor Standard Law.*

Union Demands:  
*Nov. 1947*

1. Increase of Personnel ✓
2. Distinct allowances
3. Building of dormitories for employees ✓
4. Bombed out or burnt working place be re-established. ✓
5. materials for increase of cars to be passed to Railway workers
6. Gatumba line to be re-scheduled to accommodate workers
7. Distribution of working clothes, shoes & soap.
8. Misc.

Company Proposals:

Labor Relations Committee Action:

- to C.L.R.C.*
1. wage increase
  2. labor contract revision
  3. returning allowances

Occupation Force Work:

Local MG Team Action:

Remarks & Action Recommended:

1. Kikuchi, Teyoshi - rec' chemist - Struggle. com.
2. Sakuma, Yonzo - member Struggle. com.
3. Aizawa, Shizaki - member Struggle. com.

白  
木  
龍  
夫

東京鐵道局新橋管理部長

Shimbashi Station  
57-3937 master

Chunon.

tsuyu, vic. Chunon.

Kanichi, organ. chief

Yachi Carshed - due to storm

25 Yokosuka - O.F.

85 Keihin - O.F. Shimojiji Carshed

Jokaido due to storm

14 Apr.

11 trains

Shimojiji - Keihin - 2 trains

17 Apr - Yamachi Yokosuka train 2

Jokaido 12 trains

18 Apr - Tokyo Jokaido 7 trains

19 " - " " 4 "

Manazumi <sup>Superior</sup> 4 " (maintenance poor)  
arrested poor

20 Apr. - Jokaido 5 trains

Manazumi Super. - 11 trains

Dist. Supt.

Dist. Unsub

Shimbashi Br.

Branch

Shimbashi Station  
57-3937 master

T. SHIRAKI

Superintendent  
Shimbashi Railway Sub-Division  
I. J. G. R.

Shimizu  
Organ. Chief

Yachi Carshed - due to shunt

25 Yokosuka - O.F.

85 Keihin - O.F. Shimojiya Carshed

14 Apr - Tokaido due to shunt

11 trains

Shimojiya - Keihin - 2 trains

17 Apr - Yamachi Yokosuka train 2

Tokaido 12 trains

18 Apr - Tokyo Tokaido 7 trains

19 " - " " 4 "

Manazumi <sup>Superior</sup> 4 " (maintenance poor)  
(correct poor)

20 Apr - Tokaido 5 trains

Manazumi Superior - 11 trains

Dist. Supt.

Dist. Unsub

Shimbashi E.

Branch

Shimbashi Station  
57-3937 master

書記長  
阪  
間  
米  
造

事務所 大阪市東區東區  
手車五番地(夜車七十一番地)  
自宅 福濟市戸塚區戸塚町五一九番地

Chunin.

tsuyu, vic. chunin.

Kanichi, organ. chief

wachi Carshed - due to obama

25 Yokosuka - O.F.

85 Keihin - O.F. Shingyojo Carshed

16 Apr - Tokaido due to obama

11 trains

Shingyojo - Keihin - 2 trains

17 Apr - Yamachi Yokosuka train 2

Tokaido 12 trains

18 Apr - Tokyo Tokaido 7 trains

19 " - " " 4 "

Mumozu <sup>Superior</sup> 4 " (maintenance poor)  
arrestor poor

20 Apr. - Tokaido 5 trains

Mumozu Super. - 11 trains

Dist. Supt.

Shimbashi B.

Dist. Unio

Branch

Shimbashi Station  
57-3937 master

Fujikawa, Chuman.  
Taki, Mitsugu, vice-Chuman.  
Kawazura, Kanichi, organ. chief

15 Apr. - Yamachi Carshed - due to shunt  
25 Yokohama - O.F.  
85 Keihin - O.F. Shingyo Carshed

16 Apr - Tokaido due to shunt  
11 trains

Shingyo - Keihin - 2 trains  
17 Apr - Yamachi Yokosuka train 2  
Tokaido 12 trains

18 Apr - Tokyo Tokaido 7 trains

19 " - " " 4 "

Mumozu <sup>Superior</sup> 4 " (maintenance poor)  
(arrives poor)

20 Apr. - Tokaido 5 trains

Mumozu Super. - 11 trains

Dist. Supt.

Shimbashi B.

Dist. Unit

Branch

## TOKYO RAILWAY DIVISION

Tokyo, 20 Apr. 1948. *file*

SUBJECT: Report on Labor Situation

TO : Commanding Officer,  
Tokyo Military Government Team.

THRU : Director Yokohama Liaison, JGR.

1. Reference letter, Liaison Office, TRD, dated 15 Apr. 1948, same subject.
2. The suspended runs of trams with white-stripe cars coupled on the Keihin-Tohoku and Yokosuka Lines are as tabulated separately.
3. The Tokyo Engine Shed passed a resolution for simultaneous leave of absence for three days from Apr. 16 to Apr. 18 at their mass rally which was held in accordance with the directive of the 14th from the Shimbashi Chapter.  
The action resulted in the absences and consequent cancellations as listed separately.  
The service for the Allied forces, however, was not affected.
4. The employees of the Shinjuku Telephone and Telegraph Equipment Office also acting on the Chapter order held a mass rally on the 15th and reached the following decisions:
  - (1) From the 16th on, the office members will be divided into two rotating groups and take "back" vacation. (However, with regard to regular operation, it is meant that they will be standing by at their respective stations, not attending to work, excepting for the case of an accident trouble.
  - (2) No extra or overtime service will be taken during the period the 16th-27th.  
No particular effect was thus seen here thanks to alternative leave of absence and attendance (holding themselves in readiness).
5. The Shimbashi Subdivision Superintendent's Operational order of the 14th:  
"Such absence from work 'on leave' as will cause any operational hindrance is not to be sanctioned."  
The Shinjuku Telephone and Telegraph Office Chief's business order issued the 16th in compliance:  
"Those who are taking vacation shall report to work."

- 2 -

6. The Shinjuku Maintenance Office also held a mass meeting of employees the 15th in accordance with the Chapter directive No.55 and not only decided to take an all-Office simultaneous vacation on the 17th (with confirmation of the inclosure of railroad crossing watchmen), but also confirmed that they would object to any unlawful pressure even by resorting to the means of a strike.

As a result, what the crossing watchmen would do, was taken most seriously, but what with a warning given from this Division and what with printed warning of Chief killen of Labor Division of GHQ, SCAP, distributed among them, the attendance is normal as of 1200 hour 19th. No effect or irregularity is seen on operation and other functions.

Further, the sections covered by this maintenance office is as follows:

Yamate Line:	Komagome-Tabata	-----	Osaki-Gotanda
Sobu Line :	Ochanomizu	-----	Akihabara
Chuo Line :	Shinjuku-Okubo	-----	Kanda-Ochanomizu
Akabane Line:	Whole line.		

7. The state of non-attendance and cancellation at several Electric Car Offices is as listed separately.

8. At the Shimbashi Chapter, they issued the Chapter Directive No.59 in accordance with a decision reached by its Struggle Committee 17th. The directive was in connection with the operational command given by the Shimbashi Subdivision Superintendent.

"In regard to an operational order to the effect that taking a vacation is not to be sanctioned when train service is thereby impeded, we have demanded the Subdivision Superintendent to withdraw same since it is in violation of Item 3, Clause 39 Article 5 of the Labor Standards Law. Each branch should do in accordance with Struggle Directive No.55."

Furthermore, by No.57 on 16th the following was directed.

"In confirmation of the supremacy over the Operational Order, do not obey on any account any such order as excepts the perfect enforcement of the Labor Standards Law or the enforcement order in connection with the schedule of equipment inspection."

9. At the Numazu Engine Shed, upon Kohzu Chapter Directive No.3,025 of the 16th, (which governs both Kohzu and Numazu Engine Sheds) reading:

"In connection with the situation of the Tokyo Engine Shed, your branch is hereby directed to decline any alteration of diagram, substitutional or help service, or any other irregular work."

and also following the resolution of the Chapter mass rally of the 16th: "Will strictly observe the Regulations Concerning Complete Equipment of Rolling Stock", they have decided not to board the following twelve locomotives since they are not up to the stipulations, with lightning arresters out of order.



- 3 -

EF 534, 5310, 574, 564, 577, 578, 533,  
535, 553, 561, 579, 5611.

Each of these is equipped with an arrester, but it is such an imperfect one that it is not to be employed.

However, perfect ones being unavailable for replacement, they remain unexchanged.

In coping with this decision, our Division ordered about the use of electric locomotives with lightning arresters detached temporarily in Operational Order 'To Ten Ki' No.101 at 16.00 hour 18th as follows:

"You may use those electric locomotives, the lightning arresters of which are in bad order, their replacement being difficult, by taking the defective arresters away temporarily."

The doings here resulted in these suspensions as of 9.00 hour 19th .

Train 828, 821	Numazu - Tokyo
302	Numazu - Atami
1084	Numazu - Shintsurumi
	(Frt.)

10. At the Bentenbashi Electric Car Office, there were absences and cancellations as given in the attached lists. It appears that this is due to the decision reached at the joint mass rally of workers of 13 Elec. Car Offices which was held March 31 in the court of the Ministry of Transportation building, to protest definitely against the 2,920 yen pay base and the 'contemplated' classification system and to quit from work altogether in case any pressure should be brought upon them."

for *S. Kazuma*  
AKIYOSHI YAMADA,  
Manager,  
Liaison Office.

A SURVEY OF ABSENTEES & SUSPENSIONS BY LINE

(As of 12.30 hour, 17th)

Made by Tech. Officials Kato (for Absentees)  
& Takadera (for Suspensions) of Elec. Car Sect.

LINE	CLASSIFICATION	APRIL 15 (Thursday)	16 (Friday)
Tokaido	No. of Cancellations		
	Engineer		16
	Absentees Asst. engr.		14
	Appr. engr.		19
			11
Yokosuka	Cancellation		
	Equipment trouble, etc.		14 (white-stripe)
	Absentees	18 (white-stripe) 8 (Tamachi)	2 (Tamachi)
Keihin-Tohoku	Cancellation		
	Equipment trouble, etc.		
	Absentees	81 (white) 14 "	46 (white) 2 "
	Absence of crew	9 (Shimojujo) 5 (Kamata)	2 (Shimojujo)
Yamate	Cancellation		
	Equipment trouble, etc.		
	Absentees	21 (white none)	17 (white none)

A SURVEY OF ABSENTEES & SUSPENSIONS BY LINE

(As of 11.00 hour, 19th)

LINE	CLASSIFICATION	APRIL 17 (Sat.)	18 (Sun.)	19 (Mon.)
Tokaido	No. of Cancellation	12	11	3 (As of 8.00) (against 7 slated)
	Engineer	17	21	16
	Absentees Asst. engr.	14	20	12
	Appr. engr.	6	8	5
Yokosuka	Cancellation			
	Equipment trouble, etc.			
Absentees	Absence of crew	2 (white)	3 (white)	2 (white) (As of 9.00)
		2		
Keihin-Tohoku	Cancellation			
	Equipment trouble, etc.			
Absentees	Absence of crew	23 (white)	8 (white)	
Yamate	Cancellation			
	Equipment trouble, etc.			
Absentees	Absence of crew	15 (white none)	4 (white none)	1 (white none) (As of 9.00)
		3 (white none)		
		4		
Tsurumi	Cancellation			
	Equipment trouble, etc.			
Absentees	Absence of crew	10 (white none)	10 (white none)	
		3	2	

STATEMENT

Tokyo, 22 April, 1948.

TO : MR. TATSUO SHIRAKI  
SUPERINTENDENT  
SHIMBASHI RAILWAY SUB-DIVISION

1. Your Operational Order and directives stating that those who absented themselves "on leave" without approval, engaged in the union activities will be treated as "absentees" and will not receive pay for the period, shall be relinquished right away, being considered as an illegal oppressive measure by us.

2. If they were not withdrawn, we would issue a strike order to our union member.

ISAMU FUJIKAWA  
Chairman of Struggle Committee,  
Shimbashi Chapter,  
J.G.R. Workers Union.

OUR CLAIMS

1. To establish a "Livelihood" wage system.
2. To pay ¥ 2920.00 base, at any rate, in the expanded scale of ¥ 1920.00 base.  
(All allowances are to be excluded in this payment.)
3. To pay the balance between the "Livelihood" wage demanded by us and the wage already paid by the authorities.
4. To pay wage for May by 5th May.
5. To abolish wage tax.
  - a. To raise the exemptions 10 times as high as the present, if impossible.
  - b. Wage tax will not be paid unless it is abolished.
6. To fill up necessary employees.
7. To secure houses for us.
8. To provide uniforms to the full quota.
9. To re-examine into duties which uniforms are to be supplied and others.
10. To spur the rehabilitation programs.
11. Not to discharge the employees.  
(Not to fire them upon nomination)
12. Not to levy on masses of workers (This includes the rise in railway fare.)

Tokyo, 22 April, 1948.

SUBJECT: WARNING

TO : MR. YUJI KANDA  
HEAD, SHIMJUKU MAINTENANCE OFFICE

1. The chairman of the executive committee, Shimbashi Chapter, J.G.R.W.U. has been conducting the collective bargaining with the Superintendent of Shimbashi Ry. Sub-division since 9.00 hours today upon presentation of the statement quoted below.

2. However, our union movement striving to break our present disastrous conditions are now being brought heavy pressure by you and your senior subordinates coercing junior employees.

3. With a protest against your such action, we hereby send a warning that we would take a drastic measure in accordance with the directive of the chapter.

## STATEMENT

Tokyo, 22 April 1948.

TO: MR. TATSUO SHIRAKI  
SUPERINTENDENT  
SHIMBASHI RAILWAY SUB-DIVISION

1. Your Operational Order and directives stating that those who absented themselves "on leave" without approval, engaged in the union activities will be treated as "absentees" and will not receive pay for the period, shall be relinquished right away, being considered as an illegal oppressive measure by us.

2. If they were not withdrawn, we would issued a strike order to our union member.

\_\_\_\_\_  
KATSUMI NAKADA  
Chief,  
Shinjuku Maintenance Office  
Branch Chapter.

Coast Railway

Enang, China returned from after war.

Kimpei Kawamura

Tokyo Eng. Section

Kanichi Kawazuma

Shinjuku Rail. Maint. Sect.

Hanbei Kasanoki

Namazu Eng. Sect.

↳ left his post at RR crossing endangering human lives.

These three are always in midst of disputes.

A.

*SCPD wants one copy*

*Lab*  
Labor Section,  
Tokyo Railway Service.  
19 May 1948.

*Sout. Railway*

*Executive*  
ROSTER OF CANDIDATES FOR THE CENTRAL COMMITTEE MEMBERS TO THE  
NATIONAL CONVENTION OF THE GOVERNMENT RAILWAY LABOR UNION

Tokyo Branch: (~~No. of committee .... 1~~)

<u>Name</u>	<u>District</u>	<u>Job Title</u>	<u>Age</u>	<u>Education</u>	<u>Political Leaning</u>	<u>Result of elec.</u>
X Mitame Ohno	Read Inspection Office		41	Elementary School	Communist	failed
X Takeshi Nakatsuka	Tokyo Printing Plant	Clerk	41	Legal Course Nippon Univ.	anti-communist	failed
✓ Hikejuro Tanaka	Business Dept.	Clerk	44	Highschool Course, Tokyo Railway Training School	Reformalist	elected

Shimbashi Branch: (~~No. of committee .... 3~~)

X Neberu Tanaka	Ikebukuro Tramway District	Driver	44	Elementary school	Communist	failed
✓ Isamu Fujikawa	Shimbashi Comm. District	Asst. Station master	43	College course, Tokyo Railway Training School	Reformalist	elected
✓ Ichizo Suzuki	Shinagawa Inspec. District	"	39	Elementary School	Communist	elected.
✓ Yashiro II	Management Dept.	Operation	44	College course, Hasei Univ.	Communist	elected
X Mitsugu Takei	Shinagawa Inspec. District	Inspector	34	Agricultural school	Communist	failed
X Kengo Murofuse	Shinjuku Inspec. District	Clerk	25	Elementary school	Anti-communist	failed
X Kanza Oksbe	Shinagawa Station	Operation	45	Agricultural school	"	failed
X Michie Kinura	Shibuya Station	Freight	27	College course, Tokyo Railway Training School	Neutral	failed
X Hiroshi Numazaki	Shinagawa Tramway District	Inspector	44	Electric School	Reformalist	failed



## Yokohama Branch: (No. of committee ..... 2)

Name	District	Job Title	Age	Education	Political Leaning	Result of Elec.
X Tanekichi Naruse	Higashi-Kanagawa Station	Ticket-Collector	38	Elementary School	Communist	failed
✓ Kiyoshi Kikuchi	Yokohama Engine District	Asst Station Master	47	"	Communist	elected
X Tatsuji Takeo	Yokosuka Station	Freight Clerk	33	Highschool (Non-graduate)	Communist	failed
X Iwatara Saite	Kawasaki Maintenance District	Technician	44	High School	Neutral	failed
✓ Shigeaki Aizawa	Yokohama Station	Signal-man	39	College course, Tokyo Railway Training School	Reformalist	elected
X Shigeru Shibata	"	Asst Station Master	41	"	Neutral	failed
X Seikichi Sasahara	Yokohama Signal District	Electric Maint.	33	Electric School (non-graduate)	Communist	failed

## Kozu Branch: (No. of committee ..... 2)

X Hiroshi Onshio	Numazu Conductor District	Conductor	26	Highschool	Communist	failed
✓ Tatsuo Takai	Mishima Training school	Teacher	43	Meiji Univ.	Neutral	elected
✓ Masayuki Negami	Atami Station	Clerk	29	Highschool (non-graduate)	Neutral	elected
X Hanbei Kusunoki	Numazu Engine District	"	30	College course, Tokyo Railway Training School	Communist	failed

## Hachioji Branch: (No. of committee ..... 2)

X Kezue Suzuki	Hachioji Station	Asst Station-Master	43	Elementary School	Reformalist	failed
X Yasuo Sakaguchi	Management Dept.	Freight clerk	44	Legal course Nippon Univ.	"	failed
X Shichizo Iida	Mitaka Tramway District	Electric examiner	32	Elementary School	Communist	failed

Hachioji Branch (Cont'd):

Name	District	Job-title	Age	Education	Political leaning	Result of Elec.
✓ Kiyoshi Suzuki	Hachioji District	Engine-Driver	33	High-school (non-graduate)	Anti-Communist	elected
X Jirohachi Odagi	Nakano Station	Operation	43	Elementary School	Communist	failed
X Katsumasa Suda	Haramachida Maint. Dist.	Lineman	36	"	Communist	failed
✓ Shoze Takahashi	Mitaka Tramway District	Driver	39	"	Anti-Communist	elected
X Katsumasa Tanai	Fuchinohe Station	Freight Clerk	23	"	Anti-Communist	failed

Ueno Branch: (No. of committee ..... 4)

X Naozo Kodama	Urawa Station	Ticket-Collector	31	Highschool	Neutral	failed
X Gampei Iwatsuki	Shimejuje Tramway District	Asst. Station Master	39	Elementary School	Communist	failed
X Jitsuya Sawaoka	Nipperri Station	Ticket Asst Station Master	40	Highschool	Anti-Communist	failed
X Gosaburo Taguchi	Ohmiya Station	Freight Clerk	42	Elementary School	Communist	failed
✓ Tanesuke Mitsugi	Management Dept.	Clerk	43	"	Anti-Communist	elected
X Shigeo Ohta	Oku Inspection District	Asst Station Master	34	Technical School	Anti-Communist	failed
X Takeyasu Takeuchi	Management Dept.	Clerk	36	Elementary School	Anti-Communist	failed
✓ Shozuke Ueno	Ohmiya Station	Baggage Clerk	34	"	Anti-Communist	elected
✓ Gensuke Terayama	"	Clerk	45	"	Anti-Communist	elected
✓ Isao Sato	Tabata Engine District	Engine-Driver	33	"	Communist	elected
X Ryusaburo Miyane	Ohmiya Engine District	"	49	"	Anti-Communist	failed

Ueno Branch (Cont'd):

<u>Name</u>	<u>District</u>	<u>Job-title</u>	<u>Age</u>	<u>Education</u>	<u>Political Leaning</u>	<u>Result of Elec.</u>
X Asamitsu Matsuzaki	Ueno Signal District	Technician	50	Elementary School	Anti-Communist	failed
X Hideyoshi Suga	Ohmiya Const. Dist.	Constructor	26	"	Communist	failed
X Jiichi Sekamere	Management Dept.	Signalman	40	"	Anti-Communist	failed

Utsunemiya Branch: (No. of committee ..... 2)

X Tehru Usui	Utsunemiya Station	Clerk	30	Commercial School	Anti-Communist	failed
X Mitsue Fukuda	Utsunemiya Engine Dist.	Engine-Driver	30	Elementary School	Communist	failed
✓ Mitsue Minagawa	Shirakawa Engine Dist.	"	39	"	Communist	elected
✓ Shigeru Hosoyama	Keyama Station	Asst Station Master	41	"	Anti-Communist	elected

Mito Branch: (No. of committee ..... 2)

X Gihei Takahashi	Mito Signal District.	Asst Station Master	37	College course, Nippon Univ.	Anti-Communist	failed
X Takao Yamada	Tomebe Station	Ticket-collector & Electrician	24		Communist	failed
✓ Tadashi Sasaki	Mito Maint. Dist.	Chief District	37	Highschool	Anti-Communist	elected
✓ Mamoru Nagayama	Hitachi Station	Ticket-Collector	27	Telegram course, Tokyo Railway Training School	Anti-Communist	elected

Takasaki Branch: (No. of committee 2)

✓ Shigeru Sato	Takasaki #2 Engine Dist.		29	Highschool (non-graduate)	Anti-Communist	elected
X Junichi Watanabe	Management Dept.	Maint.	39	Higher Commercial School	Anti-Communist	failed
X Taro Nedate	Takasaki #2 Engine Dist.	Engine-Driver	29	Tokyo Railway Training School	Communist	failed

Takasaki Branch (Cont'd):

<u>Name</u>	<u>District</u>	<u>Job-Title</u>	<u>Age</u>	<u>Education</u>	<u>Political Leaning</u>	<u>Result of Elec.</u>
✓ Yeichi Yamato	Kiryu Station	Clerk	40	Nippon Univ.	Anti-Communist	elected
X Katsuhisa Seshita	Yekogawa Station	Asst Station Master	42	Elementary School	Neutral	failed
Chiba Branch: (No. of committee ..... 2)						
X Yeshio Kesumi	Management Dept.	Accountant	42	Highschool	Anti-Communist	failed
✓ Etsuo Kate	Ryogoku Station	Operation	48	"	Neutral	elected
✓ Fumihige Kataoka	Shinakekiwa Engineering Dist.	Clerk	45	College	Anti-Communist	elected
X Narihiro Nakanokohji	Narita Maint. Dist.	Technician	27	Highschool	Neutral	failed
X Mitsuo Nakamura	Katsuura Maint. Dist.	Asst Station Master	42	"	Neutral	failed
X Mitsuru Toyoda	Kinshicho Inspec. Dist.	Passenger & Freight Car	29	Elementary School	Communist	failed
X Gunjiro Watanabe	Tateyama Engine District	Engine-Driver	45	"	Communist	failed
X Kiyoshi Ohashi	Chiba Elect. Dist.	Electrician	28	"	Communist	failed
X Yeshio Suzuki	Yekaichiba Automobile District	Clerk	30	Highschool	Neutral	failed
X Chonosuke Yamamere	Chiba Conductor District	Conductor	32	Elementary School	Communist	failed
Chi Branch: (No. of committee ..... 1)						
✓ Hiroshi Yamaneuchi	Can Mfg. Plant	Workman	38	Highschool	Anti-Communist	elected
X Eizo Uchida	Ofuna Branch Factory	"	25	Elementary School	Neutral	failed
X Kiyotake Takagi	Machine Factory	"	24	"	Communist	failed

Ohmiya Engineering Branch: (~~No. of committee ..... 1~~)

<u>Name</u>	<u>District</u>	<u>Job-title</u>	<u>Age</u>	<u>Education</u>	<u>Political Lening</u>	<u>Result of Elec.</u>
X Yeshiyuki Kawamura	General Affairs Section	Chief, Health Branch	32	Chuo Univ.	Communist	failed
X Yukie Hashimoto	#1 Can Mfg. Plant	Workman	30	Elementary School	Neutral	failed
✓ Hiroshi Sawada	Gen. Affairs Section	Clerk	30	Higher Normal Course, Nippon Univ.	Anti-Communist	elected

Number of candidates:

Communist	26
Reformalists	8
Anti-Communist	27
Neutral	12
-----	
TOTAL	73

Number of candidates elected:

Communist	4
Reformalist	4
Anti-Communist	13
Neutral	3
-----	
TOTAL	24

ROSTER OF DELEGATES TO 2ND REGULAR  
NATIONAL CONVENTION OF GOVERNMENT RAILWAY UNION

~~25 May 1948~~  
 Labor Section,  
 Tokyo Railway Bureau

Tokyo Branch:

<u>Name</u>	<u>District</u>	<u>Political Leaning</u>
Tamitoshi Nekamura	Shimbashi Auto. Dist.	Anti-Communist
Mitome Ohno	Road Management Dept.	Communist
Masao Kato	Labor Sec. Gen. Affairs Dept.	Anti-Communist
Masako Noguchi	Personnel Sec. Gen Affairs Dept.	Anti-Communist
Gin Masuda	Examination Sec. Business Dept.	Communist
Toyosaku Fujisawa	Account Sec. Account Dept.	Non-party
Total Number of Delegates -----		6
	Communist	2
	Anti-Communist	3
	Non-party	1

Shimbashi Branch:

Katsuo Suzuki	Tamachi Tramway Dist.	Communist
Fujisaku Utazaki	Shinjuku Station	Anti-Communist
Yoshio Kinoshita	Shinagawa Station	Anti-Communist
Kazuo Ishii	Shinagawa Conductor Dist.	Anti-Communist
Masami Asakura	Shinagawa Train Inspection Dist.	Communist
Juzo Ito	Tokyo Engine Dist.	Communist
Yutaka Yoshioka	Ikebukuro Tramway Dist.	Communist
Saburo Yamashita	Tokyo Conductor Dist.	Anti-Communist

## Shimbashi Branch (Cont'd):

<u>Name</u>	<u>District</u>	<u>Political Leaning</u>
Shokichi Fukano	Tokyo Central Station	Communist
Kan-ichi Kawano	Shinjuku Maint. Dist.	Communist
Misao Yano	Shimbashi Comm. Dist.	Non-party
Kezue Yamauchi	Maint. Sec. Management Dept.	Anti-Communist
Yoshiko Yanagisawa	Shinjuku Comm Dist.	Communist
Haruo Matsushita	Kameta Station	Communist
Ginjiro Uchida	Business Sec. Management Dept.	Non-party
Keoru Sakuma	Shinjuku Comm. Dist.	Communist
Takao Fujimori	Ebisu Station	Anti-Communist

Total Number of Delegate ----- 17

Communist	9
Anti-Communist	6
Non-party	2
-----	-----

## Yokohama Branch:

Tohru Kidosaki	Kawasaki Power Generating	Communist
Kifuku Ryokaku	Asano Station	Communist
Hideo Seto	Shintsurumi Engine Dist.	Unobtainable
Nakaji Ishii	Ohfuna Maint. Dist.	Anti-Communist
Yoshiko Kitahara	Asano Station	Communist
Seikichi Sasahara	Yokohama Comm. Dist.	Communist
Toshio Tanaka	Yokohama Clinic	Unobtainable
Shigeo Mori	Ohfuna Transforming Dist.	Reformalist
Toshitaka Konchi	Shintsurumi Engine Dist.	Non-party
Isao Arai	Higashikanagawa Station	Communist

Yokohama Branch (Cont'd):

Total Number of delegates ----- 11

Communist	6
Anti-Communist	1
Non-party	1
Reformalist	1
Unobtainable	2
-----	

Kohzu Branch:

<u>Name</u>	<u>District</u>	<u>Political Leaning</u>
Shinji Saito	Numazu Station	Non-party
Toshihiko Iwase-	Numazu Engine Dist.	Communist
Toshiji Yada	Kohzu Power Dist.	Reformalist
Padashi Takatoh	Kohzu Maint. Dist.	Unobtainable
Isao Sakurai	Hiratsuka Station	Communist
Akira Yago	Kohzu Comm. Dist.	Communist
Katsushige Katsumata	Numazu Maint. Dist.	Unobtainable
Koh Mamiya	Kohzu Engine Dist.	Unobtainable

Total number of delegates ----- 8

Communist	3
Non-party	1
Reformalist	1
Unobtainable	3
-----	

Hachiohji Branch:

Takeo Minemura	Hachiohji Engine Dist.	Non-party
Reinosuke Akiyama	Hachiohji Const. Dist.	Non-party
Minoru Hirabayashi	Hachiohji Maint. Dist.	Non-party
Hiroshi Sakai	Masashisakai Transforming Dist.	Non-party
Hiroshi Iwasaki	Nakano Conductor Dist.	Communist
Toshiro Kodama	Tachikawa Liaison Dist.	Non-party
Osamu Yanagibashi	Management Dept.	Reformalist
Tomitaro Ishizuka	Nakano Tramway Dist.	Communist



## Hachiohji Branch (Cont'd):

<u>Name</u>	<u>District</u>	<u>Political Leaning</u>
Fukuzo Kataoka	Chigasaki Engine Dist.	Non-party
Haku Iguchi	Hachiohji Liaison Dist.	Non-party
Total Number of Delegates ----- 10		
	Communist	2
	Non-party	7
	Reformalist	1
-----		

## Ueno Branch:

Moriki Kenazawa	Ueno Const. Dist.	Non-party
Jiichi Sakamoto	Electricity Sec. Management Dept.	Anti-Communist
Tadeo Kawakami	Sunidagawa Station	Anti-Communist
Noboru Yamamoto	Tabata Engine Dist.	Communist
Hisanosuke Shirogami	Tabata Engine Dist.	Communist
Tadamitsu Hasegawa	Kinoshita Station	Non-party
Kamesaburo Takeuchi	Kitasenju Station	Anti-communist
Masao Suzuki	Ohmiya Const. Dist.	Non-party
Mitsuo Aizumi	Oku Train Inspection Dist. Management Dept.	Anti-Communist
Kazunori Kawabata	Management Dept.	Anti-Communist
Hideyuki Setani	Ohmiya Station	Anti-Communist
Saburo Yamagishi	Ueno Station	Anti-Communist
Yoshichi Tsukagoshi	Ohmiya Comm. Dist.	Anti-Communist
Hiroshi Ishikawa	Ohmiya Maint. Dist.	Communist
Masayuki Kitajima	Ohmiya Maint. Dist.	Anti-Communist
Yukinao Sato	Abiko Maint. Dist.	Non-party
Saburo Taniguchi	Tabata Station	Non-party

Total number of delegates ----- 17

Communist	3
Anti-Communist	9
Non-party	5

Utsunomiya Branch:

<u>Name</u>	<u>District</u>	<u>Political Leaning</u>
Chiyozo Aoki	Utsunomiya Engine Dist.	Anti-Communist
Hiroaki Koguchi	Koyama Engine Dist.	Communist
Hatsue Sato	Mishinasuno Station	Anti-Communist
Hiroshi Miura	Utsunomiya Station	Non-party
Kaneo Fujikawa	Utsunomiya Maint. Dist.	Anti-Communist
Shizuo Uemiyu	Koyama Engine Dist.	Communist
Isamu Suzuki	Shirakawa Engine Dist.	Anti-Communist
Fumio Suzuki	Shirakawa Maint. Dist.	Anti-Communist

Total number of delegates --- 8

Communist	2
Anti-Communist	5
Non-party	1

Mito Branch:

Gihei Takahashi	Mito Comm. Dist.	Reformalist
Sueo Someya	Kamisugaya Station	Anti-Communist
Ichizo Matsuye	Mito Station	Anti-Communist
Gensui Kawamata	Management Dept.	Anti-Communist
Mitsuyoshi Takagi	Mito Conductor Dist.	Anti-Communist
Shozo Shio	Taira Engine Dist.	Unobtainable
Tadaichi Ishikawa	Takahagi Station	Anti-Communist
Tamio Shibazeki	Mito Const. Dist.-	Anti-Communist
Tomihiro Fujibuki	Mito Maint. Dist.	Anti-Communist

Total number of delegates ---- 9

Communist	0
Anti-Communist	7
Reformalist	1
Unobtainable	1

## Takasaki Branch:

<u>Name</u>	<u>District</u>	<u>Political Leaning</u>
Kazuo Nagai	Takasaki Maint. Dist.	Anti-Communist
Isao Koike	Takasaki Conductor Dist.	Anti-Communist
Yoshio Hasegawa	Kiryu Maint. Dist.	Non-party
Yuhachi Takagi	Takasaki Electric Affairs Dist.	Anti-Communist
Kiyomichi Takahashi	Operation Sec. Management Dept.	Non-party
Kinjiro Akiyama	Minakami Engine Dist.	Anti-Communist
Yoshio Uehara	Yokogawa Engine Dist.	Anti-Communist
Seizaburo Kishi	Takasaki Conductor Dist.	Anti-Communist
Masahiro Uehara	Maebashi Station	Anti-Communist
Tadao Miyasawa	Shibukawa Automobile Dist.	Communist
Kan-ichi Sekiguchi	Tot. Takasaki 1st Engineer Dist.	Anti-Communist

Total number of delegates ---- 11

Communist	1
Anti-Communist	8
Non-party	2
-----	

## Chiba Branch:

Yoshio Toda	Chiba Station	Anti-Communist
Masazo Kitaoku	Chiba Engine Dist.	Non-party
Yoshio Kasumi	Account Sec. Management Dept.	Anti-Communist
Hironizu Murata	Sakura Engine Dist.	Anti-Communist
Shigeo Adachi	Narita Maint. Dist.	Unobtainable
Masao Shibasaki	Ryogoku Maint. Dist.	Anti-Communist
Naojiro Watanabe	Tourist Sec. Management Dept.	Unobtainable

## Chiba Branch (Cont'd):

<u>Name</u>	<u>District</u>	<u>Political Leaning</u>
Sada Kaneko	Ryogoku Station	Anti-Communist
Kiyoshi Suzuki	Const. Branch, Management Dept.	Anti-Communist
Takeshi Shirokoma	Koiwa Station	Unobtainable
Yoshizo Kobayashi	Chiba Engine Dist.	Unobtainable
Shoun Kase	Chiba Conductor Dist.	Unobtainable

Total number of delegate ---- 12

Anti-Communist	6
Non-party	1
Unobtainable	5
-----	

## Oh-i Branch:

Kazuo Ishiguro	Lathe Factory	Anti-Communist
Mizuwaki Watahabe	Shinagawa Machine Const.	Anti-Communist
Eizo Uchida	Ohfuna Branch Factory	Non-party
Katsuya Wakabayashi	Electric Equipment Factory	Anti-Communist
Ichiro Sumoto	Onsaki Clothing Factory	Non-party

Total number of delegates ----- 5

Anti-Communist	3
Non-party	2
-----	

## Ohmiya Engineering Branch:

Tetsuro Saito	Research Section	Anti-Communist
Yoshijuki Kawamura	Chief, Health Branch	Non-party
Rinosuke Kakimoto	Sumidagawa Machine Const.	Anti-Communist
Toshio Sekine	Automobile Factory	Anti-Communist
Toshio Kato	Machine Factory	Communist

Total number of delegates --- 5

Anti-Communist	3
Communist	1
Non-party	1

Tokyo Training School Branch:

<u>Name</u>	<u>District</u>	<u>Political Leaning</u>
Ichiro Tomoda	Matsudo Training School	Non-party
Masayoshi Akiyama	Imba Training School	Non-party
Yoshio Suwa	Matsudo Training School	Anti-Communist

Total number of delegates ---- 3

Non-party 2  
 Anti-Communist 1

*GRAND*

~~SEE~~ TOTAL NUMBER OF DELEGATES TO THE CONVENTION----- 122

Communist	29
Anti-Communist	52
Non-party	26
Reformalist	4
Unobtainable	11

*Reported*

-----  
 TOTAL 122 ✓

*28*



國家方針第三回臨時全國大會  
思想別冊表

種別 支部名	定員	○		
		共 系	及 系	中 系
本島	6	2	3	1
新橋	17	9	5	3
横濱	11	6	1	4
國府	8	2	1	5
八王子	10	3	7	0
上野	17	1	3	3
甲府	8	1	6	1
水戸	9	0	5	4
高崎	11	2	9	0
牛久保	12	1	3	8
大井	5	0	3	2
大宮工機	5	0	5	0
東京教育所	3	1	1	1
/				
	122	28	62	32

三三一〇 東京市立第一

號

○本局支部

○新橋支部

柳	佐	田	鏡	本	沼	水	歌	武	藤	次	太	須	津	如	大	田	中
久	中	木	村	崎	下	崎	井	川	藤	藤	藤	崎	藤	野	野	中	村
沢		勝	美	吉	吉	藤	負		信	昌	三	三	三	三	十	氏	
子	繁	昇	文	男	照	文	作	勇	利	一	滿	雄	浩	印	俊		
	新	品	品	品	品	品	品	品	品	品	品	品	品	品	品	品	品
	品	品	品	品	品	品	品	品	品	品	品	品	品	品	品	品	品
	品	品	品	品	品	品	品	品	品	品	品	品	品	品	品	品	品
	品	品	品	品	品	品	品	品	品	品	品	品	品	品	品	品	品
	品	品	品	品	品	品	品	品	品	品	品	品	品	品	品	品	品
	品	品	品	品	品	品	品	品	品	品	品	品	品	品	品	品	品
	品	品	品	品	品	品	品	品	品	品	品	品	品	品	品	品	品
	品	品	品	品	品	品	品	品	品	品	品	品	品	品	品	品	品

当選順 ○印共居系 ○及共系無印中三三









775013

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

中野

王子支部

中野	川	藤	印	中	山	本	上	秋	大	大	大	坂	川	北	高	柏	五	長	金	上	野	次	岩	小	飯	松	高	谷	佐	棚	小	秋	山	王子
中野	川	藤	印	中	山	本	上	秋	大	大	大	坂	川	北	高	柏	五	長	金	上	野	次	岩	小	飯	松	高	谷	佐	棚	小	秋	山	王子
中野	川	藤	印	中	山	本	上	秋	大	大	大	坂	川	北	高	柏	五	長	金	上	野	次	岩	小	飯	松	高	谷	佐	棚	小	秋	山	王子
中野	川	藤	印	中	山	本	上	秋	大	大	大	坂	川	北	高	柏	五	長	金	上	野	次	岩	小	飯	松	高	谷	佐	棚	小	秋	山	王子

博明  
中山  
中野  
印

藤野  
山  
中野  
印

藤野  
山  
中野  
印

藤野  
山  
中野  
印

藤野  
山  
中野  
印

藤野  
山  
中野  
印

藤野  
山  
中野  
印

藤野  
山  
中野  
印

王子

上野支部

上野  
次  
岩  
小  
飯  
松  
高  
谷  
佐  
棚  
小  
秋  
山  
王子

王子支部

○ 山 礼之助 王子建設区 助査科

○ 小 林 直 助 池袋課

○ 棚 野 幸 助 池袋課

○ 佐々木 繁 八男 助 池袋課

○ 谷 谷 勝 正 助 池袋課

○ 高 島 久 助 池袋課

○ 松 沢 孝 助 池袋課

○ 飯 田 三 助 池袋課

○ 小 田 次郎 助 池袋課

○ 岩 崎 敏 助 池袋課

○ 見 崎 敏 助 池袋課

○ 上野支部

○ 金 沢 森 上野建設区 信号掛

○ 長 島 定 衛 上野建設区 信号掛

○ 五味 一 助 池袋課

○ 柏 崎 直 助 池袋課

○ 高 島 光 助 池袋課

○ 北 島 政 助 池袋課

○ 川 上 忠 助 池袋課

○ 坂 本 治 助 池袋課

○ 大 本 友 助 池袋課

○ 大 本 友 助 池袋課

○ 中 野 友 助 池袋課

○ 中 野 友 助 池袋課

○ 中 野 友 助 池袋課

字部

○ 川 野 友 助 池袋課

○ 川 野 友 助 池袋課

○ 川 野 友 助 池袋課

○ 川 野 友 助 池袋課

○ 川 野 友 助 池袋課

◎水戸支部

藤川 甲子雄  
鈴木 勇  
大木 秀吉  
次 茂男  
天貝 小五郎

宇都宮保線區  
白河機關區  
宇都宮駅  
小山駅  
真岡駅

技師掛  
機關士  
貨物掛  
操車掛  
助役

◎長山

板本 政則

日立駅  
平機關區

改札掛  
機關士  
助役

◎茨木

神谷 春生

上菅谷駅  
水戸機關區

機關士  
助役

◎橋本

橋本 春生

平保線區  
水戸保線區

分區長  
貨物掛  
助役

◎大内

大内 忠志

水戸駅  
相倉駅  
平保線區

貨物掛  
助役  
工

◎高崎支部

金子 利平  
我道 順一  
小池 功

高崎車掌區  
施設課  
高崎車電區

助役  
保線係  
車電掛

森田 佐治  
神戶 五十  
櫻井 俊夫

業務課  
水戸機關區  
高崎駅

電機士  
改札掛  
電機士

金子 蒔広  
伊藤 政重

水上機關區  
高崎第一機關區

電機士  
檢査掛  
機關士

竹田 賢一  
福田 正一

高崎第二機關區  
横川電力區

技師掛  
技師掛  
荷扱工

鈴木 仲右  
長谷川 武重

前橋駅  
倉賀野電停場

技師掛  
荷扱工

◎千葉支部

北奥 昌藏  
戸田 芳夫

千葉機關區  
千葉駅

助役  
小荷物掛

霞 良雄  
萩原 福太郎

管 經理課  
千葉通信區

經理係  
助役

萩原 福太郎  
長島 一

管 總務課  
成田保線區

分區長  
保健係

長島 一

管 總務課  
成田保線區

分區長  
保健係