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

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

Description of contents

(1) Box no. 276

(2) Folder title/number: (8)
451.1: Motor Vehicles (Book #2), 1949

(3) Date: Jan. 1949 - June 1950

(4) Subject:

Classification	Type of record
035.2, 410	e, m

(5) Item description and comment:
Includes Contents List

(6) Reproduction: (Yes) No

(7) Film no. Sheet no.

(Compiled by *National Diet Library*)

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LIST OF PAPERS

File under No. 451.1
Motor Vehicles
Folder # 2

SERIAL NUMBER	FROM—	DATE	TO—	SYNOPSIS
18.	TIS	2 Feb'50		Use of Motor Transportation; TIS Staff Memorandun #33-1
19.	PSD/G-2	9 May'50	Hq Comdt Mtr Bn	Request for Motor Transportation
20.	G-2 Exec	23 Jun	TO ALL SECTIONS	Misuse of Official Government Transportation
21.	G-2 Ex	9 Jun 50	All Sections	Delinquencies in reports for Semiannual Safety Inspections
22.				

8945—FEC Printing Plant—10 49—10M

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LIST OF PAPERS

File under No. 451.1

SERIAL NUMBER	FROM—	DATE	TO—	SYNOPSIS
1.	PSD	14 Jan'49	CIS	Misuse of Transportation, Capt. Milstead*
2.	PM MPA	5 Feb'49	Chief PSD	Stolen Vehicle Recovery Organization -
3.	G-2	14 Feb'49	CTS	Taxicab Service for Non-Official use by Members of the Occupation Forces
4.	PSD CIS	28 Feb'49	Hq Cdt Mtr Bn	Request for Motor Transportations
5.	CCD Mtr Pool	1 Mar'49	Users of CCD Veh	Temporary Vehicle Restriction
6.	CIS Opns Control	23 Mar'49	PSD Attn Pulliam	Illegal use of gasoline burned vehicles
7.	PSD/CIS	30 Apr'49	CCD Motor Pool	Request for Transportation
8.	G-2	16 May'49	Sections	Sedan Assignment ***
9.	PSD/G-2	13 Jun'49	Hq Condt MtrtBn	Request for Motor Transportation
10.	CCO	15 Jul'49	All Sec Tokyo A	Discontinuation of Recreation Vehicles **
11.	Chief of Staff	26 Jul'49	Ch St Sec GHQ	Use of Govt. Vehicles for other than the Actual Pref. of Official Duties *
12.	8th Army	26 Jul'49	SCAP	Request for Vehicles ACTION P.
13.	G-2 Admin	2 Sep'49	PSD	Report on Number of Registered Vehicles Owners.
14.	Capt Holton	19 Aug'49	All Off Civ PSD	Motor Vehicle Operators' Permit.
15.	Maj Wear	6 Aug'49	GHQ	Traffic and Vehicle Registeration.
16.	G-2	23 Nov'49	Col Pulliam	Vehicle Dispatch
17.	MRP	Undated'50	PSD	Ordinance Governing Passenger Light Vehicle Operations.

2906—FEC Printing Plant—10/48—30M

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2906—FEC Printing Plant—10/48—30M

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451.1
3 ~~Dec 47~~

G-2, GHQ
INTER - OFFICE MEMORANDUM

(For use within G-2 only)

File No: **Subject:** Delinquencies in Reporting for Semiannual Safety Inspection **Date:** 9 June 1950

FROM: G-2 Ex **TO:** MIS Div, T/Int, CI Div, PSD, Document Research **PHONE:** 26-5754 **NAME:** Capt Graves

Comment Number

1. The following personnel have not reported for the semiannual motor inspection of their personally owned vehicles. Personnel not reporting for required inspection by 16 June 1950 will be given Delinquency Reports. 1

MIS Div	CI Div	T/Intel	PSD	Doc Research
Capt W. F. Pickell Mr F. T. Matsuura	Mr M. Endo	Lt A. Mason	Mr B. Engle	Mr C. Barbier

2. The following information is furnished for those concerned:

a. Place to report for inspection:

Metropolitan Police Dept, 1st Street and B Avenue

b. Hours to report for inspection:

0800 - 1700 hours (Monday, Tuesday, Thursday, Friday)
0800 - 1200 hours (Wednesday, Saturday)

3. A report will be submitted to G-2 Adm no later than 1000 hours 17 June 1950 indicating what action has been taken.

For the Assistant Chief of Staff, G-2:

/i/ W.M.I.

-W.M.I.-

FROM: PSD TO: G-2 Ex Phone: 26-6116 Name: Capt. Holton Date: 13 Jun 50 RFH/HEP/fo 2

Mr. Engle's personally owned vehicle was inspected on 12 June 1950.

-H. E. P.-

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CIS/PSD/RFH/HEP/fo PSD FILE COPY RFH.

Permanent Record--Do not Detach

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G-2, GHQ
INTER-OFFICE MEMORANDUM

PSD FILES 16490

(For use within G-2 only)

File No: Subject: Misuse of Official Government Transportation Date: 23 June 1950

FROM: G-2 Ex O TO: T/Intel, CI Div, PSD, Hist, J/L, G-2 Coord PHONE: 26-6169 NAME: Maj Maykovich

Comment Number

1. This Section has been informed by the CO, Motor Bn. (PVP), that officers and civilians of the G-2 Section have been using official transportation for personal use. 1

2. It is desired that all officers and civilians of your division be reminded that when requests are made to G-2 Adm for official transportation that this transportation be used for official purposes only. "Official purposes" does not include transportation to the PX, hospital, commissary, Finance Office, nor transportation to and from billets to offices.

3. The following officers of G-2 Section are authorized to call for official transportation for G-2 and CIS:

MAJOR MAYKOVICH (26-6169)
CAPTAIN CRANK (26-6383)
LT BUNDY (26-6169)

For the A. C. of S., G-2:

W. H. I.

PSD

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Permanent Record—Do not Detach

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Request for Motor Transportation

Public Safety Division/G-2

Attn: Hq Comdt Mtr Bn

G-2/PSD/HEP/ca
9 May 1950

1. Check Sheets, PSD to Mtr. Bn, subject as above, dated 28 Feb 49 and 13 June 49, copies attached, are rescinded.

2. Lt. Col. G. F. Spiegel and Capt. E. L. Milstead are authorized to call for official transportation for use by Public Safety Division.

2 Incl
1 - c/s, dtd 28 Feb 49
2 - c/s, dtd 13 Jun 49

-H.E.P.-

G-2/PSD/HEP/ca

PSD FILE COPY

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PSD FILES

TIS STAFF MEMORANDUM) 33-1
NO. 33-1)

HEADQUARTERS
Translator and Interpreter Service
APO 500 2 February 1950

MOTOR TRANSPORTATION

USE OF MOTOR TRANSPORTATION

References & Rescission.....Section I
Purpose.....Section II
General.....Section III
Procedure.....Section IV
Alert Vehicles, G-2.....Section V

SECTION I

REFERENCES & RESCISSION

1. References:

a. Staff Memorandum No. 72, Headquarters and Service Group, subject: "Use of Official Motor Transportation", dated 27 September 1949.

b. Staff Memorandum No. 82, Headquarters and Service Group, subject: "Use of Official Motor Transportation", dated 25 October 1949.

c. AR 700-105 dated 20 June 1949.

2. Rescission: TIS Staff Memorandum No. 33-1, subject: "Use of Motor Transportation", dated 18 March 1949, and Changes Nos. 1 and 2 thereto.

SECTION II

PURPOSE

1. To control the assignment, dispatch and use of United States Army Motor Vehicles and such other motor vehicles as may be made available to Translator and Interpreter Service, Transportation Section.

SECTION III

GENERAL

1. Assignment of Vehicles.

a. No vehicle assigned TIS will be considered "organic equipment" of a section, irrespective of the nature of its use or assignment.

b. No vehicle will be assigned to or placed on permanent daily dispatch for the exclusive and continuous use of an individual or section, except as may be approved by Commanding Officer, TIS.

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c. Only personnel assigned or attached and specifically authorized individuals or groups accredited to TIS are authorized to make request for motor transportation under the control of TIS.

2. Transportation for Official Use.

a. TIS will furnish transportation for official use upon telephone request to the Motor Pool dispatcher (26-8778) by designated individuals in each section, not to exceed two. Individuals authorized to make requests for official transportation will be designated by chiefs of sections. Any changes in the authorized list of these individuals will be furnished in writing to the Transportation Section through Commanding Officer, TIS.

b. Vehicles dispatched for official business will not be used for recreation. Attention of all personnel, both military and civilian, is directed to the fact that using for recreational purposes, motor transportation obtained for official business, subjects the individual concerned to disciplinary action under the 96th Article of War.

3. Taxi Vehicles.

a. Taxi vehicles will be available for personnel assigned to TIS when they are in excess of requirements for official business. Normal hours for use of taxi transportation are as follows:

	HOURS	
	From	To
Monday, Tuesday, Thursday & Friday	1730	2400
Wednesday	1230	2400
Saturday	1300	2400
Sunday	0800	2400

b. Use of taxi vehicles will not exceed two (2) hours. Vehicles will not leave the Tokyo area.

c. Taxi vehicles will be dispatched "as you need them" only. Dispatcher will not accept requests in advance. Priority will be on the basis of "first come, first served". Individuals abusing this privilege or attempting to compromise the dispatcher will lose taxi service privileges.

4. Reimbursement

a. For official vehicles authorized for "other than official use", reimbursement will be made on a mileage basis. Current applicable price of gasoline will be announced monthly in TIS Daily Bulletin.

b. Hourly rates for taxi vehicles will not exceed: Sedans - sixty (60) cents for first hour or fraction thereof and forty (40) cents for second hour or fraction thereof: Trucks, ¼ ton, 4x4 - fifty (50) cents for first hour or fraction thereof and twenty-five (25) cents for second hour or fraction thereof.

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c. Rates given in paragraph 4b above are subject to change at any time.

5. No vehicle dispatched by TIS Motor Pool will be driven by anyone other than the designated driver except in case of emergency. The senior military or civilian passenger in any vehicle is responsible for the good conduct of the driver and other passengers, the observance of traffic regulations, and the proper use and care of the vehicle.

6. No vehicles will be dispatched on a "U-drive-it" recreation basis.

SECTION IV

PROCEDURE

1. All requests for the use of TIS ¼ ton, 4x4 truck, vehicles will be made to the TIS Motor Pool dispatcher (Telephone 26-8778), who is on duty 24 hours daily.

2. When making requests for OFFICIAL transportation, the dispatcher will be given the following information:

a. Name of individual placing the request.
b. Section to which assigned.
c. Individual to whom transportation is to report.
d. Place and time transportation is to report.
e. Trip destination - (specific).
f. Probable length of time transportation required.

3. When making requests for TAXI transportation, the dispatcher will be given the following information:

a. Name of individual placing the request.
b. Section to which assigned.
c. Trip destination - (specific).

4. Individuals requiring a vehicle to be dispatched for more than a period of two (2) hours and/or requests for transportation other than ¼ ton, 4x4 trucks, (jeeps) will be made to the Motor Officer, TIS. Such requests will be made in writing, IOM or routing slip, to reach the Motor Office not later than 1700 hours on the day prior to desiring the vehicle and including the following information:

a. Date transportation to be furnished.
b. Number of vehicles.
c. Type vehicle, cargo, purpose and destination.
d. Time of departure and expected time of return.
e. Name of individual to whom transportation will report and place transportation is to report.
f. Section chief authorizing transportation.

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5. Release of Vehicles.

a. Passengers will release a vehicle as soon as practicable. Within a radius of five (5) miles of central Tokyo, a dispatched vehicle will not be required to wait except as follows:

(1) At place of initial reporting - not to exceed fifteen (15) minutes.

(2) At destination - not to exceed one (1) hour. If a passenger expects to be at trip destination for more than one (1) hour, he will release the vehicle and telephone the dispatcher when he is ready to leave and is in need of transportation. The waiting period at a more distant destination will be as determined by the passenger; the criterion being the economical use of transportation.

b. When a vehicle is released, the responsible passenger will fill in the trip ticket, indicating the mileage and time of release, date, and will legibly sign his full signature and rank.

SECTION V

ALERT VEHICLES, G-2

1. Alert Vehicles Maintained for G-2:

a. One (1) sedan assigned to night duty with G-2, after release by G-2 Duty Officer, will be held on alert in TIS Motor Pool. The driver of this vehicle, if an enlisted man, will, immediately after returning the vehicle to TIS Motor Pool, report to the TIS Charge of Quarters (Room No. 715). He will remain in the NYK Building unless out on call and keep the TIS Charge of Quarters informed of his exact whereabouts in the building until relieved of alert duty.

b. In event this vehicle is driven by a Japanese National, he will report to TIS dispatcher upon release by G-2 Duty Officer and remain on alert duty in TIS Motor Pool until properly relieved.

c. One (1), ¼ ton, 4x4 truck, (jeep) will remain on duty at G-2 until midnight daily. In the event G-2 ¼ ton, 4x4 truck (jeep) is used between the hours 1700 and 2400, TIS dispatcher will, upon notification by G-2 Duty Officer or G-2 NCO, furnish a replacement jeep.

d. TIS will have three (3) ¼ ton, 4x4 trucks (jeeps) available for emergency dispatch from TIS Motor Pool during the period from 1800 to 0800 hours.

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2. All vehicles assigned to Translator and Interpreter Service will be dispatched in accordance with instructions contained in this memorandum.

BY ORDER OF COLONEL STARK:

J. E. McLAUGHLIN
Captain, Infantry
Ass't Adjutant

OFFICIAL:

J. E. McLaughlin
J. E. McLAUGHLIN
Captain, Infantry
Ass't Adjutant

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PUBLIC SAFETY DIVISION
ROUTING SLIP

451.1

FROM: WCR DATE: 18 Jan 50

3	Chief of Division	WEP
2	Executive Officer	
3	Lt. Col. Spiegel	
	Capt. Graves	
4	Capt. Russell	
1	Administrative Officer	
7	Chief Clerk	
	Fire Branch	
	Liaison Branch	
	Maritime Branch	
6	Police Branch	
	Prison Branch	
	Stat & Anal Branch	

FOR:
Information ✓ Comment ___
Action ___
Approval ___ File 7

Remarks:

Does a minor fine or $2000 make an adequate retardant to prevent infraction. I.E. our experience w/the Bldg Code? In general looks like a needed & good leg is latent.
RJD

$2000 or ? should be sufficient to cause Theus dealership and to the carrier.

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10 Jan 50

Col. Pulliam
Col. Battey

Tokyo needs some
law enforcement
control over the
petty cabs and
this looks like it.

HSE

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PS
FILE

Ordinance Governing
Passenger Light Vehicle Operators

(Draft)

CHAPTER I - General Provisions.

Article 1: The objects of this Ordinance are to protect those who make use of passenger light vehicles and to prevent criminal offences in general.

Article 2: Each of the terms used in this Ordinance shall have the following meaning:

"Passenger light vehicles" (hereinafter referred to as "Light vehicles") shall mean such vehicles as are operated by human power on a road for the purpose of transporting passengers.

"Light vehicle operators" shall mean those persons who, by operating vehicles referred to in the preceding paragraph, are engaged in the transportation of passengers.

CHAPTER II - Permission to Operate a Light Vehicle.

Article 3: No person shall operate a light vehicle unless he has obtained permission to operate a light vehicle from a Public Safety Commission (Tokyo Metropolis Special Ward Public Safety Commission, Tokyo Metropolis Public Safety Commission or the Public Safety Commission of a City, Town or a Village; the same applies hereinafter).

A light vehicle operator shall carry with him the operator's license while operating a light vehicle.

Article 4: Permission to operate a light vehicle shall be granted to those who have passed the examination for permission to operate

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a light vehicle (hereinafter referred to as the examination) and who do not fall under any of the following Items, by issuing to them the operator's license as per the Annexed Form No.1.

1. Persons under 16 years of age.
2. Mentally deranged or blind persons.
3. Habitual drankards or drug addicts.
4. A person who has had his permission to operate a light vehicle cancelled less than one year before.
5. A person who was subjected to punishment on a charge of murder, injury, robbery, larceny, brokerage in stolen goods intimidation, public indecency or adultery and is within five years of the date of expiry of the term of penal servitude and who is considered liable to repeating an offence.
6. A person who the Public Safety Commission has sufficient reason to believe is incapable of operating a light vehicle safely on a road because of his lack of mental or physical faculty.
7. A person who the Public Safety Commission has sufficient reason to believe obstructs the public safety and welfare in operating a light vehicle.

Article 5: A person who intends to obtain permission to operate a light vehicle shall file an application with the Public Safety Commission in charge of the area in which he proposes to mainly operate.

Article 6: The examination prescribed in Article 4 shall be made by the Public Safety Commission in respect of each of the following Items:

1. Physical examination.
2. Oral examination relative to control laws and ordinances

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and other matters concerning road traffic.

Article 7: A person who has permission to operate a light vehicle shall, in case he has changed his permanent domicile, place of residence, name or his principal area of operation, notify the Public Safety Commission in charge of the principal area of operation (the Public Safety Commission in charge of the subsequent principal area of operation relative to a change in the principal area of operation) within ten days of such change and shall have an entry to that effect made in the operator's license.

The Public Safety Commission in charge of the subsequent principal area of operation who have received a notice of change of the principal area of operation in accordance with the provisions of the preceding paragraph shall make a report to that effect to the Public Safety Commission in charge of the previous principal area of operation.

Article 8: Permission to operate a light vehicle shall lose its effect unless the person who has such permission undergoes an inspection in respect of his operator's license at the hands of the Public Safety Commission in charge of the principal area of operation at the expiry of two years from the date on which his operator's license was issued and every subsequent two years.

A person who intends to undergo the inspection prescribed under the preceding paragraph shall submit his operator's license for renewal to the Public Safety Commission in charge of the principal area of operation within three months prior to the expiry of the term referred to in the said paragraph.

Article 9: In case a person who has permission to operate a light vehicle comes to fall under Item 2, 3 or 5 of Article 4, the Public Safety Commi-

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ssion in charge of the principal area of operation shall cancel the permission to operate a light vehicle.

In case a person who has permission to operate a light vehicle falls under any one of the following Items, the Public Safety Commission in charge of the principal area of operation may cancel or suspend the permission to operate a light vehicle:

1. When he has killed or injured a person or damaged an object by a light vehicle either intentionally or by negligence.
2. When he comes to fall under Item 6 or 7 of Article 4.
3. When he has violated laws and ordinances for the control of road traffic.

Article 10: The effectiveness of cancellation or suspension of the permission to operate a light vehicle as provided for under the preceding paragraph shall extend over the whole of Tokyo Metropolitan area.

Article 11: In case the operator's license has been lost or damaged, an application may be made for its re-issuance to the Public Safety Commission in charge of the principal area of operation.

Article 12: The Public Safety Commission, in respect of a person who has permission to operate a light vehicle, shall record the suspension of permission to operate a light vehicle and other measures taken or the re-issuance of the operator's license or other necessary matters in the "Remarks" column of his operator's license.

Police officers in charge may, in respect of persons who have permission to operate a light vehicle, record necessary matters in connection with the operation of light vehicles in the "Remarks" column of their operator's licenses.

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Article 13: A person who has permission to operate a light vehicle, in case he comes to fall under any one of the following Items, shall without delay return his operator's license to the Public Safety Commission in charge of the principal area of operation:

1. When a person who has permission to operate a light vehicle has discontinued the operation of a light vehicle.
2. When permission to operate a light vehicle has been cancelled or suspended.
3. When a person who had an operator's license re-issued has found out the old operator's license.
4. When a person has in his possession an operator's license whose term of validity has expired.

The Public Safety Commission, when the period of suspension of permission to operate a light vehicle has expired, shall return the operator's license to its owner.

When a person who has permission to operate a light vehicle has died or become missing, a relative who lived with him or his employe shall take steps prescribed under Paragraph 1.

CHAPTER III - Penal Regulations.

Article 14: A person who has violated the provisions of Paragraph 1 of Article 3 shall be subject to a fine not exceeding Yen 3,000 or a minor fine.

Article 15: A person who has violated the provisions of Paragraph 2 of Article 3; Paragraph 1 of Article 7; Article 8 or Paragraph 1 of Article

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13 shall be subject to a fine not exceeding Yen 2,000 or a minor fine.

Supplementary Provisions.

This Ordinance shall come into force as from .....

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

Regulations relating to Passenger Light Vehicle Operators

(Draft)

Notification of Tokyo Metropolis Special Ward Public Safety Commission.

CHAPTER I - General Provisions.

Article 1: Matters relating to permission to operate a light vehicle and the procedure of application and reporting as prescribed under the Ordinance governing Passenger Light Vehicle Operators (hereinafter called the Ordinance) shall, in addition to being in accordance with the Ordinance, be also in accordance with these Regulations.

Article 2: Application and report to be made in accordance with the Ordinance or these Regulations shall, unless otherwise provided for, be made to the Tokyo Metropolis Special Ward Public Safety Commission. However, matters prescribed under Article 7 (except the notice of change of the principal area of operation) shall be reported through the Chief of the Police Station in charge of the district in which the place of residence of the operator is located.

CHAPTER II - Permission to Operate a Light Vehicle.

Article 3: A person who intends to obtain permission to operate a light vehicle prescribed under Article 5 of the Ordinance shall file an application completed in accordance with the Annexed Form No.1, together with an abstract of the census register or an abstract of the notice of temporary residence (prepared within six months prior to the date of application; the same applies hereinafter), and two copies of his photograph (taken within six months prior to the date of application; carte-de-visite, bareheaded, showing the front upper half of the body; unmounted; the same applies hereinafter).

Article 4: No permission to operate a light vehicle shall be granted, besides those who are prescribed in Paragraph 1 of Article 4 of the Ordinance, to persons who fall under any one of the following Items:

1. A person who has done a dishonest act concerning application for permission.

2. A person who was found in the act of operating a light vehicle without official permission less than six months before.

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3. A person who is incapable of distinguishing between red, yellow and green.

4. A person who is incapable of distinguishing even with spectacles on the fifth column and below of the Universal Table of Visual Power from a distance of 5 meters.

Article 5: The examination prescribed under Article 6 of the Ordinance shall be conducted at a place designated by the Tokyo Metropolis Special Ward Public Safety Commission at the time and date previously fixed.

Article 6: In making the report as prescribed under Paragraph 1 of Article 7 of the Ordinance (except the notice of change of the principal area of operation), the following documents shall be attached to the notice completed in accordance with the Annexed Form No.2:

1. In connection with the notice of change of the permanent domicile or name, an abstract of the census register or an abstract of the notice of temporary residence after the change has been made.

2. In connection with the notice of change of the place of residence, a certificate of residence.

Article 7: In reporting the change of the principal area of operation as prescribed under Paragraph 1 of Article 7 of the Ordinance, two copies of the notice completed in accordance with the Annexed Form No.3 shall be filed, together with a certificate of residence and one copy of photograph.

Article 8: A person who intends to undergo an inspection in accordance with Article 8 of the Ordinance shall file an application completed in accordance with the Annexed Form No.4 with a copy of his photograph attached to the same.

Article 9: A person who intends to have the operator's license re-issued in accordance with the provisions of Article 11 of the Ordinance shall file an application completed in accordance with the Annexed Form No.5 with one copy of his photograph attached to the same.

Article 10: A person who intends to return the operator's license in accordance with the provisions of Article 13 of the Ordinance shall do so by submitting the Annexed Form No.6 with the license attached to the same.

Supplementary Provisions.

These Regulations shall come into force as from .....

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PSD
FILES

PUBLIC SAFETY DIVISION
ROUTING SLIP

FROM: 2B DATE: 29 Nov 49

2	Chief of Division	MEP
1	Executive Officer	RJG
3	Capt. Graves	RWG
	Capt. Russell	
4	Administrative Officer	
5	Chief Clerk	
	Fire Branch	
	Liaison Branch	
	Maritime Branch	
	Police Branch	
	Prison Branch	
	Stat & Anal Branch	

FOR:
Information 1-4 Comment ____
Action ____
Approval ____ File 5

Remarks:

Bottom = This looks like the case is finished. Keep track & number of instances we call and fail to get translation. We may want to use this info as a future wedge for reassignment to PSD.

Keep

MEP

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

35546

2-133

G-2, GHQ
INTER - OFFICE MEMORANDUM

(For use within G-2 only)

WEC/mnk

File No: **Subject:** Vehicle Dispatch **Date:** 23 November 1949

FROM: G-2 **TO:** Col Pulliam **PHONE:** **NAME:**

Comment Number

1. Reference our telephone conversation of this date, the following is furnished for your information and guidance: 1

a. ATIS will supply jeep transportation to PSD on a trip dispatch basis in accordance with existing procedure on use of G-2 motor vehicles.

b. No jeeps will be assigned to PSD on a permanent assingment basis.

INFO: Gen Willoughby
Col Polk
ATIS

- W.E.C. -

16

Permanent Record—Do not Detach

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

APO 500
19 August 1949

MEMORANDUM:

SUBJECT: Motor Vehicle Operators' Permits

TO: All Officers and DACs, Public Safety Division

1. Reference: Paragraph 5, subject as above, Daily Bulletin, GHQ, FEC, dated 18 August 1949.

2. All Motor Vehicle Operators' Permits, (O.O. Form 7360) issued by the Motor Battalion, Hq & Sv Gp, GHQ, under the provisions of WD Circular 210, 1946, are being declared void.

3. All Officers and DACs who have Operators' Permits issued under the above provisions, and who wish to operate military motor vehicles in the future, will comply as follows:

a. If the Operator's permit was issued prior to 17 Aug 1948, the individual must take a reexamination, written and practical, to obtain a new permit. Reexaminations are given each Tuesday at the Drivers' Training Section, Motor Battalion, GHQ. Appointments are not necessary. This is an individual responsibility.

b. If the Operator's permit was issued subsequent to 17 Aug 48, a reexamination is not necessary. The old permits will be turned in to the Administrative Officer, PSD, between 0800 and 1200 hours, 22 Aug 49. New Operators' Permits will be obtained from the Motor Battalion by the Administrative Branch, PSD, on the same date.

For the Chief of Division:

R. F. HOLTON
Captain, FA
Administrative Officer

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

G-2 GHQ
IOM

C O P Y

Report on Number of Registered Vehicle Owners — AAM/md 2 September 1949

FROM: G-2 Adm

TO:
T/Int
MIS Div (only)
Hist Div
CI Div (Less CIC)
PSD

PHONE: 26-6169
NAME: Maj Maykovich

1. Attention is invited to par 2, DB 206, GHQ, FEC, APO 500. 1

2. Request that each sub-section listed above, furnish G-2 Adm, by 7 September 1949, the number of vehicle owners under its control.

For the Assistant Chief of Staff, G-2:

- -N.S.M.- - - - - - - - - - - - - - - - - - - -

CIS/PSD/RFH/HEP/gw

FROM: PSD — TO: G-2 Adm — ATTN: Maj Maykovich — PHONE: 26-6116 — NAME: Capt Holton — 7 Sep 1949

PSD procured copies of Administrative Memorandum No. 58, dtd 6 Aug 49 2 direct from the Provost Marshall Office of Tokyo, and distribution has been made to registered automobile owners within the Division.

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

CIS/PSD/RFH/HEP/gw PSD FILE COPY RFH

1 6 0 3

13

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

163

G-2 GHQ
IOM

COPY

Report on Number of Registered Vehicle Owners — AAM/md 2 September 1949

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TO:
T/Int
MIS Div (only)
Hist Div
CI Div (Less CIC)
PSD

PHONE: 26-6169
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- -H.E.P.- -

CIS/PSD/RFH/HEP/gw PSD FILE COPY

13 RFH

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

FILES

PUBLIC SAFETY DIVISION
ROUTING SLIP

FROM: RB DATE: 29 July

3	Chief of Division
2	Executive Officer
4	Capt. Graves
5	Capt. Russell
1	Administrative Officer
6	Chief Clerk
	Fire Branch
	Liaison Branch
	Maritime Branch
4	Police Branch
	Prison Branch
	Stat & Anal Branch

FOR:
Information 1-4 Comment ___
Action (2) ___
Approval ___ File ___

Remarks:
No further PSD action required. Police Br. has seen and comments attached.
R2B

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

DO-NOT DETACH

G-2, GHQ, FEC

FILES 27 JUL 1949

22636

FROM:

DATE _____ 1949

G-2 ADMIN

TO:

AC of S, G-2.	(___)	Information.	(___)
Executive.	(___)	Necessary Action	(___)
Asst Executive SCAP	(___)	Note & Return.	(___)
Asst Executive FEC.	(___)	Approval.	(___)
E/A Admin.	(___)	Signature	(___)
E/A Radio Reports.	(___)	Initials.	(___)
E/A Fiscal	(___)	Comment or Concurrence . . .	(___)
E/A CI Div	(___)	Dispatch.	(___)
E/A Sp Intell.	(___)	Draft Reply	(___)
E/A C & P.	(___)	Info on which to Base Reply.	(___)
E/A PSD.	(1)	Preparation of Brief	(___)
E/A CCD.	(___)	Distribution Desired	(___)
E/A MIS Div.	(___)	File.	(___)
E/A Hist	(___)		
Administrative Officer. . . .	(___)		
G-2 Message Center	(___)		
G-2 Supply	(___)		
G-2 File Section	(___)		
Theater Intell Div.	(___)		
Operations	(___)		
PDM.	(___)		
Plans & Estimates.	(___)		
Foreign Liaison.	(___)		
Targets Branch	(___)		
MIS Div	(___)		
ATIS	(___)		
TID.	(___)		
Historical Div.	(___)		
Library.	(___)		
CI Div.	(___)		
Executive.	(___)		
Plans & Policy Br.	(___)		
Opns Control.	(___)		
Japanese Liaison	(___)		
Central Files	(___)		
441st CIC GP.	(___)		
Sp Intell.	(___)		
Coll & Pub.	(___)		
Public Safety Div	(2)		
Civil Censorship Det.	(___)		
G-2 Document Research	(___)		
_____	(___)		
_____	(___)		

ROUTED BY: _____

REMARKS: _____

DO NOT DETACH

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

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

Routing of secret papers has been recorded. If change is deemed necessary please call AG Distribution Unit (26-5740 or 26-6385)

ROUTING SLIP

22656

FROM A.G. DIST DATE: 27 JUL 1949

TO:

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

FOR:

Approval _____	Note and Return _____
Comment or _____	Distribution Desired _____
Concurrence _____	Signature _____
Information _____	Dispatch _____
Initials _____	Attachment of _____
Issuance of Orders _____	Reference _____
Necessary Action _____	File _____

FEC AGO Form No. 14 (1 Jan 49)

6643—FEC Printing Plant—6/49—75M

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

AGMGX 451 3rd Ind
Subject: Request for Vehicles (7 Jul 49) JUL 28 1949

Headquarters Eighth Army, APO 343

TO: Supreme Commander for the Allied Powers, APO 500
(Attn: G-2, Public Safety Division)

1. For consideration and referral to the proper Japanese Government agency.

8

FOR THE COMMANDING GENERAL:

4 Incls
n/c

J. A. O'BRIEN
CWO USA
Asst Adj Gen

22656

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

JUL -9 1949

AGMGX 451 1st Ind
Subject: Request for Vehicles (7 Jul 49)

Headquarters Eighth Army, APO 343

TO: Chief, Kanagawa Civil Affairs Team, APO 503

1. Returned for a statement as to what efforts have been made by the two police departments to obtain the requested transportation from Japanese sources, and the results, if any, of those efforts.

BY COMMAND OF LIEUTENANT GENERAL WALKER:

J. A. O'BRIEN
CWO USA
Asst Adj Gen

2 Incls.
n/c

GGIGL/451 2nd Ind

6180

Subject; Request for Vehicles (7 July 1949)

Headquarters Kanagawa Civil Affairs Team, APO 503

TO: Commanding General, Eighth Army, APO 343 (Attn: Civil Affairs Section)

In compliance with 1st Indorsement above, reports of action taken by Yokohama and Kawasaki Municipal Police to obtain vehicles are forwarded.

FOR THE CHIEF:

WALON N. HICKS
WOJG USA
Adjutant

4 Incls
Incl 1&2 n/c
Incl 3&4 added
3. Efforts of YMP
4. Efforts of KMP

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

22656

HEADQUARTERS
KANAGAWA CIVIL AFFAIRS TEAM
APO 503

AG-LG 451

7 July 1949

SUBJECT: Request for Venicles

1809

TO: Commanding General
Eighth Army
APO 343
(Attn: Civil Affairs Sect)

1. Annexed hereto are:

(a) A request from the Yokohama Municipal Police for 62 vehicles.

(b) A request from the Kawasaki Municipal Police for 9 vehicles.

2. In the requests there is a detailed summary of the present situation in both cities with regard to the number of vehicles. The reorganization of both private industry and public services has resulted in the discharge of large numbers of workers. Reports made to this office coupled with disturbances in other parts of this country indicate in no uncertain terms that the next few months will witness great political, social and economic unrest. Yokohama and Kawasaki are vital points because of the port facilities and huge industrial areas.

3. The ability to transport policemen in large numbers to the scene of riot and disorder is a cardinal factor in effective public safety work. Urgent assistance is immediately requested for appropriate action as indicated on the attached requests. The Yokohama Provost Marshal's office concurs in this request.

Edwin E. Keatley

EDWIN E. KEATLEY
Colonel, Infantry
Chief

2 Incls:
1. Request for vehicles YMP
2. Request for venicles KMP

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

REINFORCEMENT PLAN OF
POLICE EQUIPMENTS

July 1949

YOKOHAMA MUNICIPAL POLICE BUREAU

Yokohama City

INCL #1

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

1. MOTOR VEHICLES FOR POLICE GUARD:

(1) Number of motor vehicles needed for mobilization of police in case of emergency.

Station	Quorum	No. Pol. Mobilize	Truck need	Present Truck	Present ¾	Requested Nos. Truck	Requested Nos. ¾	Requested Nos. Total
Bureau	408	325	8	6	1	1	2	3
Kagacno	354	255	7		1	5	2	7
Yamato	291	186	5	1		3	2	5
Isogo	324	230	6	1		4	2	6
Kotobuki	260	162	4	1		4	2	6
Isezaki	286	216	6		1	4	2	6
Kanagawa	306	175	5		1	3	2	5
Tobe	345	235	6		1	4	2	6
Tsurumi	341	250	7	1		5	2	7
Hodogaya	193	115	3	1		1	2	3
Ooka	159	125	3			2	2	4
Totsuka	154	112	3		1	2		2
Kawawa	111	42	1			1	1	2
Total	3532	2428	64	11	6	(39)	(23)	62

P.S. 40 passengers to a truck and 20 for ¾ carrier.

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(2) Motor Vehicles required for Criminal Investigations and Police Patrol

Sections Stations	Desirous Nos. 3/4	jeep	Present Nos. 3/4	jeep	Desirous Increase 3/4	jeep
Pol.Guard	1	1			1	1
Pub.Peace	1	1			1	1
Crim.Inves 1st. Sec.	1	2			1	2
Crim.Inves 2nd. Sec.	1	2			1	2
Economic	2	2	1		1	2
Police Patrol		2				2
Sub-Total	6	10	1		5	10
Kagacho	1	2				2
Yamate	1	2			1	2
Isogo	1	2			1	2
Kotobuki	1	2			1	2
Isezaki	1	2	1			2
Kanagawa	1	2	2			2
Tobe	1	2	1			2
Tsurumi	1	2			1	2
Hodogaya	1	2			1	2
Ooka	1	1			1	1
Totsuka	1	1	1			1
Kawawa	1	1			1	1
Sub-Total	12	21	5		7	21
Grand Total	18	31	6		12	31

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

3/4 truck (weapon carrier) and jeep are most ideal motor vehicles for police activities. If unobtainable, it is thinkable to order the similar type and make.

Reasons of reinforcement:

Police Guard Section, - Guarding and controling for mass movement or other social diturbance,

Public Peace Maintenance Section, - Control of prostitution demoralize shows or publications.

Criminal Investigation 1st. Section, - Apprehension, Investigations, Preparations and Liaison for atrocious offence, collective offences and other criminal offences.

Criminal Investigation 2nd. Section, - Apprehension or Control for gamblings, juvenile crimes, vagrants and etc.

Economic Section, - Control of illegal brewed liquor and other offence concerning Food-Stuff Control Law and Control of Commodities in accordance with the Price Control Regulations.

Police Patrol Section, - Policing for prevention of crimes and surveillance of patrol police belongs to other police stations.

Police Station, - Preparative arrangment and liaison for arresting of various offence, and for patroling.

(A) Reasons of Reinforcement of Police Patrol,

In order to make police patrol the principal power of police forces, the former methode of policebox service standard should be changed over to patrol police standard system, and the function of the patrol police be highly specialized and professionalized in its technic. For this purpose, it is required to divide the jurisdiction of the police station into some districts and to send patrol police to each district from the police station as the starting point so as to guard and check crimes. At the same time, to apprehend criminals at the earlest possible time in case of any crime has happened, it is essentially necessary to furnish the police patrol with more vehicles for their activities, instead of running about on foot.

There are many cases the police vehicles are requested to

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

get into narrow streets or lanes freely and thus the motor vehicle of jeep size and make are considered to be most convenience.

(B) Quick Apprehension and search of Crimes,

a) Recent trend of offence is the increasement in its number of case.

b) Number of criminals is more in youth - more or less 20 years old. Consequently, their way of act became atrocious.

c) Criminals, in order to facilitate their invasion and also escape, they use motor vehicle.

d) There are many mass robberies and thefts.
To arrest those above mentioned criminals without delay, it is most important to despatch immediately police officers to the very point from where the report of crime sent out, to enable them for chasing and liaison as to make the criminal immpossible to escape.
To comply with such requirements, the vehicle of jeep type and make equipped with a set of wireless is urgently needed.

(3) Police Patrol Motor Vehicles,

Desirous to allot two vehicles to Criminal Investigation Section.

Devide all police station into two (2) groups and each group shall keep one (1) car for the purpose of patroling every police stations of the group, three times a day or at any time requested, to take charge of transportation of suspects or criminals to Public Procurator's office or Court.

(A) Outline of Type and Make of the Vehicle:

a) Type	:	Bus type is preferable. Make out-side bright feeling but must be very strong to prevent crinminals escape.
b) Capacity	:	Accomodate with about 30 seats or 50 persons without seat. Dimension: 8 mtr.long 2.2 mtr.wide & 2.6 mtr. in height.
c) Accomodations	:	Benches in both side and back.
d) Partition	:	Between driver's seat and passenger's room. Device the partition visible for the passengers the front of the car.

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e) Window : Divide to two parts (high & low) and put transparent glass in high part & frosted glass in low part with iron bars for prevention of escape.

f) Entrance & Exit ; For the passenger's room, one door on the left side and both side for driver's

(B) Reasons:

a) At present, all suspects and accused are sent by tram-car, city street car or bus, and for short distance, they walk on foot.

b) It gives to other passengers bad feelings in the car or bus and also similar case to the public on the road. It is not proper way to handle suspects or accused by police officials.

c) There are many chances of escape taking advantages of crowd of people in the car and road, especially at night. There are another risk of escape on bridges or along the river.

d) Besides those above mentioned risk of escape, it is unreasonable from the standpoint of "respect human right" and also it might became a hindrance in view of "reliance to police" of the public.

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

KAWASAKI MUNICIPAL POLICE

May 31st, 1949

To: Lt. Col. A. C. Johasson,
Corps of Military Polce,
U.S.A.

We are doing every thing we can to improve and increase the Police Equipment.

We have enumerated and explained the most difficult parts of our schedule in the attached sheets and hope you will help us to get what we are trying hard to obtain.

With our best regards to you, we beg to remain

Yours Very Truly

S. Kojima

S, Kojima, Chief, HQS

ING #2

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

KAWASAKI MUNICIPAL POLICE

List of Desired Increase of Equipment

VIHICLE

		H.Q.S.	Kawasaki Pol St.	Rinko Pol. St.	Nakahara Pol. St.	Takatsu Pol. St.	
Sedan	Present NO.	2	1	1	1	1	Total 6
	Desired Increase	0	0	0	0	0	0
Truck	Present NO.	0	1	0	1	0	2
	Desired Increase	0	0	0	0	0	0
Released 3/4 Truck	Present NO.	0	0	1	0	1	2
	Desired Increase	1	1	0	1	0	3
Side Car	Present NO.	1	1	1	1	0	4
	Desired Increase	1	1	0	0	1	3
Motor Cycle	Present NO.	3	0	0	0	0	3
	Desired Increase	3	0	0	0	0	3
Present NO. Total		6	3	3	3	2	17
Desired Increase Total		5	2	0	1	1	9

(Note: Of the above present number of vihicles, 4 sedans, 2 motorcycles and 1 side-car are out of order and not usable)

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YOKOHAMA MUNICIPAL POLICE BUREAU
Yokohama City

CONFERENCES AND APPLICATION PERTAINING TO THE STRENGTHENING OF POLICE EQUIPMENTS

A. Decided in the conference of the Five Major Cities Public Safety Commission held at Yokohama City Hall on the 26th April 1948.

Presented application for 3/4 ton Truck of Government sale, to Public Safety Section GHQ, Prime Minister and Chief of NRP HQ, by Yokohama Public Safety Commission as a representative, in June 1948.

Nos. of 3/4 ton Truck required:

Names of Police Bureau	No.of Truck required	No.of Jeep required
OSAKA City	19	58
Kyoto City	28	0
Kobe City	20	0
Nagoya City	34	0
Yokohama City	44	24

B. Decided in the conference of the Six Major City Police Chiefs held at Yokohama City Hall on the 8th Oct. 1948.

Presented application for 3/4 ton Truck of Government sale, to Public Safety Section GHQ, by Yokohama Municipal Police Bureau, as a representative, in February 1949.

Nos. of 3/4 ton Truck required:-

Osaka City	30	Metropolitan Pol.	13
Kyoto City	27	Kobe City	19
Nagoya City	7	Yokohama	31

Encl 3/1

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

C. Police Chief's conference of All-Japan Autonomous Entities to decide improvement of Police equipments was held at Hibiya Hall Tokyo on the 11th April 1949, have presented application to GHQ, Prime Minister, Chief of NRP, House of Representatives and House of Councillor accordingly.

SINCE MARCH 1948 TO JULY 1949, NUMBER AND TYPE OF MOTOR VEHICLES TO BE DISTRIBUTED TO YOKOHAMA MUNICIPAL POLICE BUREAU

A. On the 3rd June 1948, Yokohama Police Bureau requested Transportation Ministry an allotment for this year was as follows:-

Ordinary Cago Trucks	8
Small sized Passenger Car	4
Motor-Cycle with Side Car	6
Motor Cycle	6
3/4 ton Truck	11

for the above mentioned requisition, it has been alloted as follows:-

Ordinary Cargo Truck	3
Small sized Motor Car	2
Motor-Cycle with side Car	6
Motor-Cycle	6

B. On the 8th December 1948, requested Equipment Section of NRP to allot fifteen (15) 3/4 ton Trucks and was alloted only ONE.

Masamoto Kobayashi

Masamoto KOBAYASHI
Chief, YMPB

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

YOKOHAMA MUNICIPAL POLICE BUREAU
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2

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

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s/ Masamoto Kobayashi
t/ Masamoto KOBAYASHI
Chief, YMPB

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

1470

KAWASAKI MUNICIPAL POLICE

July 13th, 1949

To: Kanagawa Military Government Team

To your inquiry through Interpreter Sato as to why we could not get released U.S. Army trucks for police use, we beg to reply as follows:

1. on the 1 st of Oct, 1948, we applied to the Kanagawa Pref. Traffic Supervising Office(Kanagawa-Ken Doro Unso Kan-Ri Jimusho) for allowance of 3 3/4 Trucks.
We made several inquiries to the office after that, but could not get any definit answer.

2. On the 10th Jan, 1949, we received a note from N. R. P. Headquarters, Yokohama, informing us that we should make inquiry to the Kanagawa Pref. Traffic Supervising Office as to the possibility of getting the trucks we need, as some U.S. Army trucks were then being released.

3. Upon this notice we applied to the Chief of Land Transportation Bureau of the Transportation Ministry through the Kanagawa Pref. Traffic Supervising Office for allowance of 3 3/4 trucks. After that we made several inquiries to the Land Transportation Bureau without any result.

4. On the 3rd March, 1949, we learned from Mining Machinary Importing Corporation(Located at Maki-Cho, Ushigome-Ku, Tokyo) that there were only 50 released U.S. Army trucks to be distributed to police stations and we were not lucky enough to one.

We need an increase of vihicles and that very badly. Kindly note our schedule on the attached sheet.

S. Kojima

S, Kojima, Chief, Hqs.

Enc 1

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

KANAGAWA MUNICIPAL POLICE

Vihicle Equipment Plan & Present Number of Vihicles

Passenger Car	Hqs	Kawasaki Pol. Station	Rinko Pol. Station	Tsurumi Pol. Station	Nakahara Pol. St.	TOTAL
Present No.	2	1	1	1	1	6
Increase Needed	0	0	0	0	0	0
Trucks						
Present No.	0	1	0	0	1	2
Increase Needed	0	0	0	0	0	0
Motor Cycle with Side Car						
Present No.	1	1	1	0	1	4
Increase Needed	1	1	0	1	0	3
Reloncod 3/4 Truck						
Present No.	0	0	1	1	0	2
Increase Needed	1	1	0	0	1	3
Motor Cycle						
Present No.	3	0	0	9	0	3
Increase Needed	3	0	0	0	0	3
TOTAL Present No.	6	3	3	2	3	17
TOTAL Increase Needed	5	2	0	1	1	9

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

3/4 ton Truck	This vihicle is convenient for carrying men in emergencies. We desire to have one for HQs and every station EACH
Motor Cycle with Side Car	We desire to have this vihicle for communication use. The ones we have now are too old and unusable.
Motor Cycle	We desire to have this vihicle for traffic control. 2 out of the 3 we have now are too old and out of commission. We need new ones urgently.

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

1470

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1. on the 1 st of Oct, 1948, we applied to the Kanagawa Pref. Traffic Supervising Office(Kanagawa-Ken Doro Unso Kan-Ri Jimusho) for allowance of 3 3/4 Trucks.
We made several inquiries to the office after that, but could not get amy definit answer.

2. On the 10th Jan, 1949, we received a note from N. R. P. Headquarters, Yokohama, informing us that we should make inquiry to the Kanagawa Pref. Traffic Supervising Office as to the possibility of getting the trucks we need, as some U.S. Army trucks were then being released.

3. Upon this notice we applied to the Chief of Land Transportation Bureau of the Transportation Ministry through the Kanagawa Pref. Traffic Supervising Office for allowance of 3 3/4 trucks. After that we made several inquiries to the Land Transportation Bureau without any result.

4. On the 3rd March, 1949, we learned from Mining Machinary Importing Corporation(Located at Maki-Cho, Ushigome-Ku, Tokyo) that there were only 50 released U.S. Army trucks to be distributed to police stations and we were not lucky enough to one.

We need an increase of vihicles and that very badly. Kindly note our schedule on the attached sheet.

S. Kojima

S, Kojima, Chief, Hqs.

Rek 2

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

KAWASAKI MUNICIPAL POLICE

Vihicle Equipment Plan & Present Number of Vihicles

		HQs	Kawasaki Pol. Station	Rinko Pol. Station	Takatsu Pol. Station	Nakahara Pol. St.	TOTAL
Passenger Car							
	Present No.	2	1	1	1	1	6
	Increase Needed	0	0	0	0	0	0
Trucks							
	Present No.	0	1	0	0	1	2
	Increase Needed	0	0	0	0	0	0
Motor Cycle with Side Car							
	Present No.	1	1	1	0	1	4
	Increase Needed	1	1	0	1	0	3
Released 3/4 Truck							
	Present No.	0	0	1	1	0	2
	Increase Needed	1	1	0	0	1	3
Motor Cycle							
	Present No.	3	0	0	0	0	3
	Increase Needed	3	0	0	0	0	3
TOTAL	Present No.	6	3	3	2	3	17
	Increase Needed	5	2	0	1	1	9

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

3/4 ton Truck	This vihicle is convenient for carrying men in emergencies. We desire to have one for HQs and every station (EACH)
Motor Cycle with Side Car	We desire to have this vihicle for communication use. The ones we have now are too old and unusable.
Motor Cycle	We desire to have this vihicle for traffic control. 2 out of the 3 we have now are too old and out of commission. We need new ones urgently.

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

PSD FILES

GENERAL HEADQUARTERS
FAR EAST COMMAND

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

File No: 451 Subject: Use of Government Vehicles for Other than the Actual Performance of Official Duties

Note No.	From: Chief of Staff To: Chiefs, Staff Sections GHQ, SCAP and FEC Date: 26 Jul 49

1. 1. The attention of all Chiefs of GHQ, SCAP and FEC Staff Sections is invited to GHQ, FEC radio ZX 16161, 9 July 1949, subject, "Use of Official Vehicles".

2. Pending revision of Staff Memorandum No. 32, SCAP and FEC, 27 March 1947, and Staff Memorandum No. 62, SCAP and FEC, 19 August 1947, reimbursement for use of official passenger vehicles (sedans and trucks, 1/4 ton 4 x 4) for other than the actual performance of official duties will, effective 1 August 1949, be in accordance with the following rates:

a. On a mileage basis, payable through the appropriate GHQ Staff Section to the Headquarters Commandant, and based on gasoline consumption factors of 16 miles per gallon for trucks, 1/4 ton 4 x 4, and 14 miles per gallon for sedans, with reimbursement for gasoline in accordance with the price quoted in the current Monthly Quartermaster Price List for the type gasoline used, plus nine (9) cents per gallon of gasoline used, for oil, greases, and maintenance costs. For example, reimbursement based on the 1 July 49 QM Price List is 24.0 cents per 16 miles for trucks, 1/4 ton; and 24.0 cents per 14 miles for sedans. Mileage will be computed only when passenger is riding in the vehicle.

b. On an hourly 'taxi dispatch' basis, payable to the driver upon release by the user:

(1) For sedans - 60 cents for the first hour or fraction thereof, and 40 cents for each subsequent hour or fraction thereof.

(2) For trucks, 1/4 ton 4 x 4 - 50 cents for the first hour or fraction thereof, and 25 cents for each subsequent hour or fraction thereof.

(3) The hourly period will be computed from the time the vehicle is dispatched from the motor pool (shown on the trip ticket) until vehicle is released by the user.

11

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

GENERAL HEADQUARTERS
FAR EAST COMMAND

C H E C K S H E E T

(Do not remove from attached sheets)

File No:

Subject: Use of Government Vehicles for Other than the Actual Performance of Official Duties

Note No.

From: Chief of Staff To: Chiefs, Staff Sections GHQ, SCAP and FEC Date: 26 Jul 49

1. (cont'd)

(4) The use of 'taxi dispatch' vehicles in the Tokyo area for other than the actual performance of official duties will be limited to two hours' duration.

3. a. To provide the Headquarters Commandant with the information required to submit the quarterly report required by Part 6a of referenced radio, those Staff Sections having vehicles assigned on memorandum receipt and/or Daily Dispatch will, effective immediately, maintain the records considered necessary for use in reporting the following information quarterly within five (5) days following the expiration of each quarterly period, directly to the Headquarters Commandant for inclusion in the "Quarterly Report of Use of Official Transportation". The first Quarterly Report will cover the period 1 July thru 30 Sept 49, and will be submitted to the Headquarters Commandant on or before 5 Oct 49.

(1) The number of vehicles used (by type vehicle) for other than the actual performance of official duties. See Part 6b referenced radio.

(2) The number of personnel transported therein for other than the actual performance of official duties. Travel between domiciles and places of normal employment is not to be considered as the actual performance of official duties. See Part 6b referenced radio.

b. The above report will be submitted in the following form:

QUARTERLY REPORT OF USE OF OFFICIAL TRANSPORTATION

BY_____SECTION, FROM_____THRU_____

Number Vehicles Used	Type Vehicle	Number of Personnel Transported

E. M. A.

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

PSD
FILES

HEADQUARTERS
CIVIL CENSORSHIP DETACHMENT
APO 500

*C H E C K S H E E T *For Use WITHIN CCD Only

(Do not remove from attached sheets)

File No. Subject: Discontinuation of Recreation Vehicles.

Note No.	From: CCO Phone: 26-6905	TO: All Sections Tokyo Area	Date: 15 July 1949 WRG/HHB/hmn
1.	1. Pending clarification of new regulations on use of recreation transportation, only a limited number of vehicles will be maintained for recreation use by CCD Motor Pool. 2. Sections having daily assigned official vehicles will immediately discontinue recreation trips. Recreation vehicles may be secured, when available, by telephoning CCD Motor Pool (26-7491). 3. Sections will be notified when revised regulations are received. WRG - W. R. G. - - - - - - - - - - - - - - -		

1

10

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

0052

Request for Motor Transportation

CIS/PSD/HEP/gw
13 June 1949

Public Safety Division/G-2

Hq Comdt
Attn: Mtr Bn

1 1. Reference check sheet, PSD to Mtr Bn, subject as above, dated 28 Feb 49, copy attached.

2. Request that the following change of officers authorized to call for official transportation for use by Public Safety Division be made on records in your office:

Delete: Captain J. F. Nealon

Add: Lt. Col. R. T. Battey, II

1 Incl
Cy c/s dtd 28 Feb 49

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

CIS/PSD/HEP/gw PSD FILE COPY

Make copy

9

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

0815

PSD FILES

G-2, GHQ
INTER - OFFICE MEMORANDUM

(For use within G-2 only)

CAW/ECC/mnk

File No: **Subject:** Sedan Assignment **Date:** 16 May 1949

FROM: G-2 **TO:** G-2 Exec
DAI Div
TIS PSD
CCD CIC
TID Sp Jt Opns
CIS T/Intel

PHONE: 26-5980
NAME: Col Callahan

Comment Number

1. Sedans now assigned to the G-2 Section are hereafter to be dispatched as listed below:

Item	Pool Number	"W" number	Assigned	Pool	Rated
1	86	(170142)	Gen. Willoughby	TIS	#1
2*	80	(157703)	Col Myers (Executive Group)	TIS	#2
3	81	(141963)	Special Missions	TIS	#4
4*	82	(142245)	Sp Jt Opns (Col Lacey)	TIS	$6
5**	85	(143846)	Col Pulliam (PSD Section)	TIS	#5
6*	84	(141681)	Col Fortier (Executive Group)	TIS	#3
7**		(19138)	Col Bratton (Civil Intel Sec)	CCD	#2
8**	(141008)	(141006)	Col Duff (441st CIC)	CCD	#2
9**		(140211)	Col Grove (CCD)	CCD	#2
10		(PD MG BLK)	Col Svensson (DAI Div)	TIS	#7
11		(PD MG BLK)	CIC 25th Area	CIC	#7
12		(MR CPC BLK)	CIS ZED	CIC	#7

(*) Dispatch to Hq G-2 Dai Ichi Bldg for Miscellaneous Dispatch daily.
(**) Available to Hq G-2 for Miscellaneous Dispatch when required.

Item #1 will be dispatched to General Willoughby. Items #2, 4 and 6 will be dispatched to Hq G-2 Dai Ichi Bldg. These sedans are to be assigned to the officers listed, however the vehicles are to be used for miscellaneous dispatch by G-2 Headquarters when not actually in use by the officers to whom assigned. Items #5,7,8 and 9 are to be available for miscellaneous dispatch to Hq G02 whenever the need arises. Items #10, 11 and 12 will be used as security measures dictate.

1

CSM 143-8

8

Permanent Record—Do not Detach

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

0815

G-2, GHQ
INTER - OFFICE MEMORANDUM

(For use within G-2 only)

File No: **Subject:** Sedan Assignment **Date:** CAW/ECC/mnk 16 May 1949

FROM: G-2

TO: G-2 Exec
DAI Div
TIS CIC
CCD PSD
TID Sp Jt Opns
CIS T/Intel

PHONE: 26-5980
NAME: Col Callahan

Comment Number	
1 (Cont'd)	2. a. Motor Officers of the respective pools will dispatch vehicles according to the tabulation in paragraph 1 above. b. Driver Duty Rosters will be maintained by Motor Officers. Drivers will be assigned as directed by Hq G-2. c. Whenever Items #1 or #2 are unavailable for service, the next highest rated sedans will be substituted. This matter will be arranged thru Hq G-2 with the Motor Pools effected. - C.A.W. -

PSD

Permanent Record—Do not Detach

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

PSD
FILES

CIS/PSD/RFH/tb
30 April 1949

Request for Transportation

Public Safety
Division, CIS

CCD Mtr. Pool

26-6116
Capt. Holton

1. Request one of the daily assigned dispatched jeeps to Public Safety Division, CIS, report for duty at 0830 Hours, 1 May 1949. 1

2. Jeep will report to room 401 NYK Building , c/o Lt. Colonel Richmond T. Battey II, GSC.

3. Dispatch of this jeep is imperative, inasmuch as the jeep will be used for observance of May Day activities by the Executive Officer, PSD.

- R.F.H.- - - - - - - - - - - -

OK
JMB

CIS/PSD/RFH/tb (RFH)

7

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

PSD
FILES

1 March 1949

FROM : CCD Motor Pool

TO : Users of CCD Vehicles.

SUBJECT: Temporary Vehicle Restrictions.

Effective at once. As a temporary measure to curtail overtime of Japanese employees, assigned vehicles will not leave CCD Motor Pool before 0815 and will be released daily at 1630 hours by the Section Chief to which assigned.

Until further notice:

Assigned vehicles will be released from 1200 to 1300 daily for drivers lunch hour. For further information please contact CCD Motor Officer, Telephone 26-7491.

GAB

- - - -

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

0147
File
Tokyo

Request for Motor
Transportation

Public Safety
Division, CIS

Hq. Comdt
Attn: Mtr. Bn.

CIS/PSD/HEP/tb
28 February 1949

1. In compliance with Daily Bulletin No.47, GHQ, SCAP and FEC, dated 26 February 1949, the following officers are authorized to call for official transportation for use by Public Safety Division.

R.F. HOLTON, Capt. FA
J.F. NEALON, Capt. FA

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

S-1
57-8032

mfr Copy

CIS/PSD/HEP/tb PSD FILE COPY

S-3
26-6770

Capt Kirkwall
26-8363

4 Vols.

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

0207

Taxicab Service for Non-Official Use by Members of the Occupation Forces

PSD FILE COPY

CIS/PSD/HEP/sm

From: G-2 To: CTS

CIS/PSD/HEP/sm
14 February 1949

3 1. G-2 concurs in proposed Memorandum to the Japanese Government relative to the subject with the understanding that the plan developed will be referred to PSD/G-2 for concurrence relative to applicable standards proposed covering traffic safety.

2. The implementation of this plan can and should be expected to promote higher standards of motor vehicle inspection and improve traffic safety.

1 Incl:
n/c

C.A.W.

3

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

0207

C/N #3 to CTS, "Taxicab Service for Non-Official Use by Members of the Occupation Forces," dtd 14 Feb 49

MEMO FOR RECORD:

CTS c/n #1, subj: "Taxicab Service for Non-Official Use by Members of the Occupation Forces," dtd 1 Feb 49, transmits to G-1 a proposed Memo to JG which requires submission of a plan to CTS which will make existing cab service available for non-official use by Occupation personnel. G-1 c/n #2, same subj, dtd 8 Feb 49, concurs in CTS Memo to JG and states that provision for safety inspection by qualified JG officials should be made. This c/n informs CTS of G-2 concurrence with understanding that plan, when received, will be referred to PSD/G-2 for study and concurrence in traffic safety matters.

HEP 26-5915

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

PUBLIC SAFETY DIVISION
EXEC ROUTING SLIP

FROM: DATE:

P.J.B. pm 11 Feb 49

2 Lt Col Whitmore
Capt Nealon
Mr. Eaton
Draft File (2 Copies)
PSD Central File

REMARKS:

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

0207

DRAFT

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

CHECK SHEET

Subject: Taxicab Service for Non-Official Use by Members of the Occupation Forces

From: G-2 To: CTS CIS/PSD/HEP/sm 11 February 1949

3 1. G-2 concurs in proposed Memorandum to the Japanese Government relative to the subject with the understanding that the plan developed will be referred to PSD/G-2 for concurrence relative to applicable standards proposed covering traffic safety.

2. The implementation of this plan can and should be expected to promote higher standards of motor vehicle inspection and improve traffic safety.

1 Incl:
n/c

C.A.W.

PSD FILE

CIS/PSD/HEP/sm

HEP

MEMO FOR RECORD:

CTS c/n #1, subj: "Taxicab Service for Non-Official Use by Members of the Occupation Forces," dtd 1 Feb 49, transmits to G-1 a proposed Memo to JG which requires submission of a plan to CTS which will make existing cab service available for non-official use by Occupation personnel. G-1 c/n #2, same subj, dtd 8 Feb 49, concurs in CTS Memo to JG and states that provision for safety inspection by qualified JG officials should be made. This c/n informs CTS of G-2 concurrence with understanding that plan, when received, will be referred to PSD/G-2 for study and concurrence in traffic safety matters.

HEP 26-5915

DRAFT

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

0202

E. F. Powell, 26-6280

Taxicab Service for Non-Official Use by
Members of the Occupation Forces

CTS G-1 1 February 1949

1 Attached hereto is a draft memorandum for the Japanese Government with supporting memorandum for record. Your concurrence or comment is required.

1 Incl -
as indicated

H.T.M.

Thru: G-2 (Public Safety) (Major Hard, 26-8751)
2. From: G-1 To: CTS Date: 8 February 1949

1. G-1 concurs in the proposed memorandum to the Japanese Government, requiring the submission of a plan for inaugurating a Japanese-operated taxicab service with the understanding that the plan when received will be referred to G-1 for concurrence.

2. Inasmuch as this proposed service may eventually accommodate all the non-official requirements of the occupation forces, provision should be made for regular and spot inspections of all cabs by properly instructed safety officials of the Japanese government.

1 Incl
n/c

W. A. B.

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

0202

COPY
DRAFT

MEMORANDUM FOR: Japanese Government

SUBJECT: Taxicab Service for Non-Official Use by Members of the Occupation Forces

1. Within thirty days from the date of this memorandum, the Japanese Government will submit to Civil Transportation Section, General Headquarters, Supreme Commander for the Allied Powers, a plan for making existing commercial taxicab service available for non-official use by members of the Occupation Forces within the cities of Tokyo, Yokohama, Nagoya, Osaka, Kyoto, Kobe, Kure, Fukuoka, Sendai and Sapporo, and United States Army installations within the vicinity of those cities.

2. Direct communication within the scope of this memorandum is authorized between Civil Transportation Section, General Headquarters, Supreme Commander for the Allied Powers, and interested agencies of the Japanese Government.

FOR THE SUPREME COMMANDER:

CTS-H RTM/EFP/dl

MEMO FOR RECORD:

1. Conference between ESS, G-1, G-4 and CTS was held at 1400 hours, 6 Dec 48, at which it was decided that an arrangement officially making commercial Japanese taxicab service available to members of the occupation forces for unofficial travel was desirable in that it would:

a. Create dollar credits for SCAP's commercial account.

b. Relieve the load on US Army vehicles.

2. Subsequent to the conference, discussions between CTS and the president of the National Taxi and Hire Operators Association have resulted in the association's presenting the following plan:

a. Type of service: Cruising pick-up service and station-call service.

b. Rates. Existing Japanese rates are, according to meter readings, ¥100 for the first two kilometers and ¥50 for each additional kilometer. Waiting time is at the rate of ¥20 for each four minutes or ¥300 per hour. A 30% sur-charge is added to the foregoing rates between the hours of 2300 and 0500.

COPY

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

0202

26-6092

10 Jul 49
0813

According to Mr Jack W. Barker

CTS :→ CTS (Barker) does not feel that Safety Inspections of vehicles should be conducted by M/T even tho it is related to Transportation ; Mr Barker believes it should be a function of the Nat'l P S Comm.

→ Road Transportation act:

→ Enforcement to be carried out by Police in conformity with Nat'l Police Laws.

~~Reg of~~
~~Inspection Insp of Motor Vehicles.~~

~~Safety & Technique of Motor~~

~~Vehicles~~
M/T to be responsible for
1- Reg of Vehicles by M/T
2- Preparation and Inspection of Motor Vehicles by M/T
3- Safety & Technique of Motor Vehicles by M/T.

Barker does not want to be quoted as nothing is definite yet as M/T is still under reorganization.

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

0207

9 Feb 49
0945

Info: From Nakano,
Chief - Traffic NRP

1 - Drivers licenses issued by Local (city) and Pref. PS Comm in coordination with City + NRP police (testing applicant for drivers license + issuing of license under name of PS Comm.)
Suspension + revocation of licenses also done by PS Comm based upon recommendation (repeated violations) by police.

2 - Responsibility for testing vehicles for Safety done by Local Authorities & MIT. Local Auth = "Road Transportation administrative Office" (Natl Govt. employees)

See attached plan & note

Nakano says Governmental control shelved to Local Pref. control by Cabinet last fall. Draft for change to be presented to coming session of Diet (Possibly 11 Feb 49.)
MIT endeavoring to hold function. (Conflict contemplated)
Present System not conducive to Good traffic Safety.

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

2.

Police at present cannot check Vehicles for safety.
Police can only check drivers licenses ~~at present~~.
Should be the responsibility of local Pref. P.S. Police can check during routine police duties on the road for safety defects in addition to periodic & compulsory safety inspections.

accarding to M/T — Vehicles are checked:

How often: once each years depending upon condition of Vehicle. Some only once a ~~yr~~ year & some every 6-9 months. No checks made according to year of Vehicle. Length of time between checks left to judgement of inspector.

Where: For instance in Tokyo Vehicles are checked at Shinagawa in part of Compound used by M P S to check applicant for driving license. M P S formerly charged with responsibility of checking for safety defects.

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

3.

Police do not assist M/T.

What checks are made: all parts connected with operation of Vehicle such as steering, brakes, lights, etc.

Certificate: Issued and must be kept with Vehicle.

By Whom Issued: Local Road Transp. Adm. Office.

Road Checks: None

Same procedure throughout Japan.

2. Licensing plates issued by M/T.

W&J

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

PUBLIC SAFETY DIVISION
EXEC ROUTING SLIP

	FROM:	DATE:
3	Lt Col Whitmore	
2	Capt. Nealon	
1	Lt Col Battley	
	Draft File	
4	PSD Central File	

REMARKS:

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

RESTRICTED

Illegal Use of Gasoline Burning Vehicles — Opns Control/LGS:GA:ekw 23 Mar 1949

CI Opns Control — PSD — 26-8457
THRU: Col Bratton — W. Doizaki

1. The following information, source unknown, was received from Capt. Travis, G-4, Petroleum Section: 1

a. During the 30th Anniversary Celebration of the March 1 Revolution held at Ueno Park on 1 March 1949 by the League of Koreans Residing in Japan, the following vehicles were observed at the assembly:

License #11.546 (all are open 1½ ton trucks)
" #30.413
" #10.604
" # 5.344
" # 7.304

b. These trucks were utilized to transport equipment and personnel to and from the site of celebration and four of them were used as platforms for the speakers during the meeting.

2. Request investigation of Subject illegal use of gasoline burning vehicles by the Korean League and reports of any action taken be submitted to this office.

- L. G. S. - - - - - - - - - - - - - - - - - -

FROM: PSD — TO: CI Opns Control — PHONE: 26-5915 — NAME: Col Pulliam — CIS/PSD/HEP/sm 5 Apr 1949

1. Attached inclosures 1 to 5 are police reports of above trucks in question. 2

2. Reports are forwarded as is rather than briefed, since there are names, places, etc., concerning Koreans that may also be useful.

HEP

5 Incls:
1. Police Rpt - Truck #11546
2. Police Rpt - Truck #30413
3. Police Rpt - Truck #10604
4. Police Rpt - Truck #5344
5. Police Rpt - Truck #7304

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

PSD FILE COPY CIS/PSD/HEP/sm

RECEIVED CIS G-2 G-3 G-4 53 MAR 29 AM 8:30 DISPATCHED

RESTRICTED

6

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

RESTRICTED

PUBLIC SAFETY DIVISION
ROUTING SLIP

FROM: [illegible] DATE: 24 Mar 49

3	CHIEF OF DIVISION
	EXECUTIVE OFFICER
	EXECUTIVE ASSISTANTS
2	LT. COL. WHITMORE
4	CAPTAIN NEALON
1	ADMINISTRATIVE OFFICER
6	CHIEF CLERK
	FIRE BRANCH
	LEGAL BRANCH
	LIAISON BRANCH
	MARITIME BRANCH
5	POLICE BRANCH
	PRISON BRANCH
	STAT & ANAL BRANCH

FOR:
INFORMATION 4 COMMENT
ACTION (2)
APPROVAL FILE

REMARKS:

Eaton,
Investigate.
Who do trucks belong to?
What was arrangement between owners & users?
Who of users made actual arrangements?
Who furnished gasoline? owners? users? etc?
Boys & where was gas procured?
Anything else pertinent?
L. Gill,

Suspense: 26 Mar 49

RESTRICTED over

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

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

APO 500
1 April 1949

MEMORANDUM:

SUBJECT: Use of Gasoline Burning Trucks by Korean League on 1 March 1949 at Ueno Park, Tokyo

TO: Chief, Public Safety Division

1. As per your written instructions issued 24 March 1949, Police Branch, PSD, instructed the Criminal Investigation Division, MPD, to begin an immediate investigation into the use of five gasoline burning 1½ ton trucks (Nos. 11,546; 30,413; 10,604; 5,344; 7,304) by the Korean League on 1 March 1949 at Ueno Park, Tokyo. It is alleged that the trucks were utilized to transport equipment and personnel to and from the site of the celebration and as platforms for the speakers during the meeting - which may be a violation of Rules and Regulations relative to distribution of gasoline and oil.

2. Following is a report of investigation by MPD:

All trucks are registered with the Ministry of Transportation for the purpose of transporting controlled commodities. All trucks with the exception of trucks 7,304 and 30,413, are owned by either General Headquarters, League of Koreans, or branch Korean leagues. Trucks 7,304 and 30,413 are privately owned. Each truck is allotted 18 litres of gasoline per month for official purposes. For the use of each truck on 1 March approximately 3-5 gallons of gas were allotted by General Headquarters, League of Koreans.

3. From the investigation conducted, it is apparent that the General Headquarters, League of Koreans, was responsible for the use of the trucks and distribution of gasoline for the event. As to whether the gasoline used by the trucks was that issued by the Government to General Headquarters, League of Koreans, as a monthly ration or obtained from illegal sources is difficult to determine. If the latter be true, proper action can be taken by the Ministry of Transportation to reduce the monthly allotment of gasoline to General Headquarters, League of Koreans.

4. Attached are detailed Japanese police investigation reports concerning each individual truck.

William G. Fritz

WILLIAM G. FRITZ
Police Administrator

5 Attachments:
1-5 Investigation reports on 5 trucks

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

25 March 1949

(Reports of Masayoshi Yokoi, Police Sergeant of the Investigation Section I, Criminal Affairs Division and Tomeharu Watanuki, Policeman of the Guard Traffic Section I)

TO: Shigeyoshi Horizaki, Superintendent, Chief of the Investigation Section I of the Criminal Affairs Division

Investigation Reports

We have been investigating the owner of an ordinary type truck whose car number is 11546 and which was used by a Korean organization on March 1st when the March 1st Day was observed at Ueno Park.

As the result, the following facts have been made clear, so we submit our reports on the truck in question.

1. Ordinary type truck
   Car Number - 11546

   A. Owner of truck
      Kin-Kei-To alias Taro Kanemoto, aged 44, second-hand articles dealer. His permanent address: Shimpori, Shichiyamen, Sennei-gun, Keishonando, Korea.

      Present domicile: 1365, 1-chome, Haneda, Ota-ku, Tokyo-to.

   B. User of truck
      Ota Chapter of the Korean League located at 52 of 6 Iriarai Ota-ku, Tokyo-to.

   C. Circumstances of negotiation between the owner and user

      By order of the Korean League Headquarters, the Ota Chapter of the said league called Kin-hei-to, alias Taro Kanemoto, second-hand dealer at 1365 of 1 Haneda

As the result, the following facts have been made clear, so we submit our reports on the truck in question.

1. Ordinary type truck
   Car Number - 11546

   A. Owner of truck
   Kin-Kei-To alias Taro Kanemoto, aged 44, second-hand articles dealer. His permanent address: Shimpori, Shichiyamen, Sennei-gun, Keishonando, Korea.

   Present domicile: 1365, 1-chome, Haneda, Ota-ku, Tokyo-to.

   B. User of truck
   Ota Chapter of the Korean League located at 52 of 6 Iriarai Ota-ku, Tokyo-to.

   C. Circumstances of negotiation between the owner and user

   By order of the Korean League Headquarters, the Ota Chapter of the said league called Kin-hei-to, alias Taro Kanemoto, second-hand dealer at 1365 of 1 Haneda Ota-ku, Tokyo-to, by telephone asking him to dispatch a truck on March 1st, this year, when the Independence Commemoration Day was observed at Ueno Park.

   About 8 a.m., on the 1st of March, this year, Sato, 24, employee and driver of the abovementioned Kin-hei-to took a truck out of the garage of Kin and drove it and went to the office of the Ota Chapter. Here, the League Headquarters put the truck to use.

   The contract was that the gasoline was to be supplied by the said headquarters.

   D. Use of gasoline and the channel through which gasoline was acquired.

   It appears that gasoline was supplied by the League Headquarters, but the exact volume of supplied gasoline is not cleared as Taro Komemoto and the driver was not at home.

   E. Other important matters

   Four or five trucks were used on that day besides the truck driven by Sato.

Details of the case are under investigation.

ATT. 1

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

25 March 1949

TO: Police Superintendent Shigeyoshi Atorizaki,
Chief, 1st Investigation Section,
Criminal Affairs Division

FROM: Policeman Ichiji Gujisaki
Attached to 1st Traffic Section

Policeman Tsuruzo Mori,
Attached to 1st Investigation Section

SUBJECT: Report on investigation

Dear Sir:

In accordance with your order, we have investigated the matters concerning the owner of truck No. 30413 used by Korean group at the Ueno Park on 1 March this year on the occasion of March 1 Commemoration Day and others. We hereby wish to report the result of our investigation as follows:

The truck in question:
Truck No. 30413

1. Owner of the truck
TEI KAN BO alias MATSUOKA, Shozo,
Copper and iron dealer, born on 4 December, 1914
of No. 376, Ryukori, Reigenmen, Reigen-gun, South Zenra Province, Korea, now residing at No. 1304, Haneda-machi 1 chome, Ohta-ku, Tokyo-to.

2. The party who used the truck
Ohta Chapter of the League of Koreans residing in Japan

3. Particulars of negotiation between the owner and the party who used the truck.
The truck owned by Tei Kan Bo has been operated by the Cooperative Guild of Korean Copper and Iron Dealers in Tokyo with Tei Kan Bo, the owner as a driver, and with its garage in the premises of the owner's residence.

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2. The party who used the truck
Ohta Chapter of the League of Koreans residing in Japan

3. Particulars of negotiation between the owner and the party who used the truck.
The truck owned by Tei Kan Bo has been operated by the Cooperative Guild of Korean Copper and Iron Dealers in Tokyo with Tei Kan Bo, the owner as a driver, and with its garage in the premises of the owner's residence.

On 1 March this year, KIN KI JUTSU, clerk of Haneda Branch of Ohta Chapter (refer to the attached deposition) approached Tei to the effect that as the League was contemplating to set up a stage by connecting some trucks because of the difficulty of transporting lumbers and other materials on the occasion of independence commemoration rally which was slated to be held at the Ueno Park on the March 1 Memorial Day, they wished to borrow the truck from him. Tei told Kin he had no sufficient gasoline to comply with his request. However, on the guarantee that 5 gallons of gasoline would be supplied by the League Headquarters, he finally accepted the request.

4. How gasoline was used and replenished.

The truck had originally an official supply of 18 gallons of gasoline a month for transportation of copper, iron and manufactured products thereof.

ATT. 2

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On that day on the way to the Ueno Park under the promise of having a supply of 5 gallons of gasoline from the League headquarters, the truck was fuelled 3 gallons at the League headquarters. However, remaining 2 gallons are not yet replenished up to the present.

5. Other matters of reference

About 9:30 a.m. of that day the truck left the Ohta Chapter taking a member of Ohta Chapter in company with a truck owned by Kintaro Kanemoto of No. 1364, Haneda 1 chome, Ohta-ku. On the way to Ueno, two trucks refuelled 3 gallons each of gasoline at the League headquarters and taking 2 members of the headquartors on, arrived at the Ueno Park about 11:30 a.m. After fulfilling the duty to substitute the stage at the meeting ground of the commemoration rally, the truck returned to its garage about 3:00 p.m.

A photograph depicting the scene of the stage set up by the trucks taken by Tei Kan Bo is enclosed herewith for your reference.

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Proctol of Deposition

Name in full: KIN KI JUTSU alias KINKAI, Kijutsu

Date of birth: 10 October 1928, 22 years of age

Permanent address: Shomatori, Tatomen Chinto-gun, South Zenra Province, Korea

Present address: c/o Wawashiro Odagawa No. 1069, Kojiya-machi 2 chome, Ohta-ku, Tokyo-to

Against the questioning for the above person made by Policeman Ichiji Fujisaki at the Haneda Branch at No. 1304, Haneda-machi 1 chome, Ohta-ku, Tokyo-to on 25 March, 1949, on condition that he may refuse the deposition, the suspect deposed voluntarily as follows:

Place of birth: Same as permament address

Court rank, honor and pension: Nil

Previous Offense: Nil

Education: Attending the Toto High School

Fortune: Nothing particularly

Family: Mother, Kin Mei Tan, 40, by name, and a younger brother in Chosen

Career: Around 20 January 1945, came over to this country, served as worker at Tusurumo. In April 1945, moved to Umeyashiki, Ohta-ku. Served at the Kawata Precision Instrument Company at Omori 9 Chome, Ohta-ku. In December 1948, moved to the present address. In February 1949, served at the Haneda Branch as a clerk. Attending the night course of the Toto High School as a first year class student.

Matters of deposition: On February 25 or 26 this year, I was requested by the Ohta Chapter of the LKPJ to the effect that as the League desired to have trucks to substitute the stage of the meeting place at the independence commemoration rally to be held at the Ueno Park on 1 March, they wished me to find a truck for them. Though I approached some owners of truck, I was refused because of lack of fuel oil. On 1 March

Court rank, honor and pension: Nil

Previous Offense: Nil

Education: Attending the Toto High School

Fortune: Nothing particularly

Family: Mother, Kin Mei Tan, 40, by name, and a younger brother in Chosen

Career: Around 20 January 1945, came over to this country, served as worker at Tusurumo. In April 1945, moved to Umeyashiki, Ohta-ku. Served at the Kawata Precision Instrument Company at Omori 9 Chome, Ohta-ku. In December 1948, moved to the present address. In February 1949, served at the Hanada Branch as a clerk. Attending the night course of the Toto High School as a first year class student.

Matters of deposition: On February 25 or 26 this year, I was requested by the Ohta Chapter of the LKPJ to the effect that as the League desired to have trucks to substitute the stage of the meeting place at the independence commemoration rally to be held at the Ueno Park on 1 March, they wished me to find a truck for them. Though I approached some owners of truck, I was refused because of lack of fuel oil. On 1 March I succeeded in borrowing a truck from Mr. Tei Kan Bo, the next door of the Branch on condition that gasoline shall be supplied by the League headquarters. About 9:00 a.m. I went to the League headquarters in the truck No. 30413 owned and driven by Mr. Tei Kan Bo along with truck No. 11546 owned by Kintaro Kanemoto and driven by a certain Sato. At the League headquarters we were supplied with gasoline from a five-gallon can from a certain person whose name I did not know. However, I could not catch the quantity of supply. There was another truck parking in front of the headquarters. As soon as the refuelling to Mr. Tei Kan Bo's truck was over, we went to Ueno alone taking 2 members of the headquarters on the truck and leaving other trucks behind. It was about 11:00 a.m. that we arrived at Ueno. The truck was used together with other trucks which came from somewhere else to set up a stage in the plaza in front of the public hall in the park. On the temporarily built rostrum, number of speeches were delivered. There were some 3,000 audiences I presume. I suppose it was about 3:00 p.m. that the speeches were over. Then I returned home alone by the government electric train. It was about 4:30 p.m. that I got home. Mr. Tei was said to have come back home about 4:00 p.m. brining his two griends on the truck with him. As to the truck belonging to Mr _____?. though

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it took neither men nor cargo on, it was refuelled by the League headquarters as I mentioned above.

Name s/s Kin Kin Jutsu
(Signed and fingerprinted)

The aforementioned deposition was duly certified by him and signed and fingerprinted.

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25 March 1949

FROM: Kageyama Sakee, Police Sergeant, Search Section I, Criminal Affairs Division

Sasaki Taiichi, Policeman, Traffic Section I, Guard Traffic Division

TO: Horizaki Shigetjoshi, Police Superintendent Chief of Search Section I, Criminal Affairs Division

Report of Search

By your order we searched the owner of the truck No. 10604 which was used by the headquarters of League of Koreans residing in Japan at Ueno Park on 1 March 1949 to commemorate the Independence Day of Korea, and we found the result as follows:

1. Owner's address and name:
IN KIN - Representative, Central GHQ of League of Koreans residing in Japan, #3 - 1 chome, Makicho, Chuioku, Tokyo-to.

2. The user of the truck:
Same as above mentioned.

3. How the truck was hired:
On 1 March, SO Keikai, the Social Division, Tokyo Headquarters of League of Koreans residing in Japan asked KIN Shoki to have a truck dispatched to the Director of General Affairs Division of the Headquarters of Korean League as follows:

In holding the grand meeting of March 1st Independence Anniversary, he wished to hire a truck for the purpose of transporting such musical instruments as brass band, desks, equipment and other materials and also in order to set up a platform by connecting several together. Then, the latter ordering GON Goko, 36, the responsible person for trucks, in charge of Truck Section, rented the truck No. 10604 and Gon himself filled 5 gallons of gasoline and SAITO Kaname was appointed as the driver. It was sent to the meeting place about 9 o'clock.

1. Owner's address and name:
IN KIN - Representative, Central GHQ of League of Koreans residing in Japan, #3 - 1 chome, Makicho, Chuioku, Tokyo-to.

2. The user of the truck:
Same as above mentioned.

3. How the truck was hired:
On 1 March, SO Keikai, the Social Division, Tokyo Headquarters of League of Koreans residing in Japan asked KIN Shoki to have a truck dispatched to the Director of General Affairs Division of the Headquarters of Korean League as follows:

In holding the grand meeting of March 1st Independence Anniversary, he wished to hire a truck for the purpose of transporting such musical instruments as brass band, desks, equipment and other materials and also in order to set up a platform by connecting several together. Then, the latter ordering GON Goko, 36, the responsible person for trucks, in charge of Truck Section, rented the truck No. 10604 and Gon himself filled 5 gallons of gasoline and SAITO Kaname was appointed as the driver. It was sent to the meeting place about 9 o'clock.

4. The route of procurement of gasoline and the condition of using it:
Each truck was given 5 gallons of gasoline by Gon in compliance with the request of Tokyo Headquarters, out of the monthly distributed gasoline of 2,700 litres.

5. Summary of the trucks and supply of gasoline under the charge of the Truck Section:

(a) Trucks - 7
No. 10604 owned by the Headquarters of Korean League
No. 9609 - Tokyo Office of Kanagawa Prefecture Commercial and Industrial Association.
No. 5284 - owned by Ota Branch Office
No. 5282 - owned by Ota Branch Office
No. 30253 - owned by Ota Branch Office
No. 5344 - owned by Ota Branch Office
No. 2459 - owned by Ota Branch Office

(b) Small type truck - 5
(c) Automobiles - 5
(d) Motorcycle - 1

Total 18

ATT. 3

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In reply to the application made by Boku Shoko, Director of the Social Division, Headquarters of Korean League, as above mentioned, gasoline was supplied under the condition of transporting the relief goods, constructing materials and publication items and for 7 trucks, 1,500 litres monthly, small type trucks, automobiles, motorcycles 11 in all, 1,200 litres monthly (including special distribution) and the details are as follows:

A. Ordinary trucks - 7 1,500 litres
Regular distribution - 20 litres per truck monthly - Total - 140 litres
Special distribution for 7 trucks - 1,360 litres

B. Automobiles - 5
Regular distribution - 20 litres each (monthly) - 100 litres

C. Small type trucks - 5
Regular distribution - 15 litres each (monthly) - 75 litres

D. Motorcycle - 1
Regular distribution - 15 litres each (monthly) - 15 litres

Special distribution of B.C.D. will amount to 1010 litres, totaling up to 2,700 litres.

E. GOH Goko is in whole charge of above mentioned vehicles and gasoline and also the supply of gasoline for each vehicle under the charge of him.

6. Reference

(a) The place of exclusive garage vacant ground beside the Chuo Printing Works #20, 2-chome, Jimpacho, Chiyodaku. Vacant ground of former Headquarters of Korean League, #12, 2-chome, Nakadori, Tsukishima, Chuoku.

(b) The truck in question, however, as the result of investigation, was not used for transportation of any muscialinstruments or passengers.

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Special distribution of [illegible]
to 2,700 litres.

E. GON Goko is in whole charge of above mentioned vehicles and gasoline and also the supply of gasoline for each vehicle under the charge of him.

6. Reference

(a) The place of exclusive garage vacant ground beside the Chuo Printing Works #20, 3-chome, Jimpacho, Chiyodaku. Vacant ground of former Headquarters of Korean League, #12, 2-chome, Nakadori, Tsukishima, Chuoku.

(b) The truck in question, however, as the result of investigation, was not used for transportation of any muscialinstruments or passengers.

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

MPD Report

Date: 25 March 1949

From: MATSUZAWA, Masaru, Policeman of the 1st Traffic Section

HARA, Kinichi, policeman of the 1st Investigation Section, Criminal Affairs Division.

To: Superintendent HORISAKI, Shigeyoshi, Chief of the 1st Investigation Section, Criminal Affairs Division

Subject: Report on investigation

The owner and other items of a truck (No. 5344) that a league of Koreans used for March 1st rally held in Ueno Park on 1 March 1949, were made clear as a result of the investigation carried out in reply to you order and we beg to report it in the following:

1. Truck - No. 5344
   Owner of truck: KIM JUN-MYONG, Chairman of Ohta Chapter of League of Koreans, residing in Japan.

   Address: 52, 6-chome, Iriarai, Ohta-ku, Tokyo.

2. Purpose of using the truck:
   By order of Tokyo Headquarters of LKRJ (1, 2-chome, Kyobashi, Chuo-ku, Tokyo) the truck was used as a stage and to transport fixtures for the anniversary of March 1st, Independence Day held in Ueno Park on March 1st this year as stated in the report in the attached paper.

3. Amount and source of gasoline used:
   The truck is supplied with 20 litres of gasoline monthly through legal channels for the transportation of publications and relief necessaries, and 5 gallons of gasoline used that day was provided by KIM GO-KO of General Headquarters of LKRJ (3, 1-chome, Makicho, Chuo-ku, Tokyo).

4. Other reference items:

1. Truck - No. 5344
Owner of truck: KIM JUN-MYONG, Chairman of Ohta Chapter of League of Koreans, residing in Japan.

Address: 52, 6-chome, Iriarai, Ohta-ku, Tokyo.

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The truck is supplied with 20 litres of gasoline monthly through legal channels for the transportation of publications and relief necessaries, and 5 gallons of gasoline used that day was provided by KIM GO-KO of General Headquarters of LKRJ (3, 1-chome, Makicho, Chuo-ku, Tokyo).

4. Other reference items:
The truck was used as a stage along with four others.

5. See attached statement by Chairman of Ohta Chapter re Truck No. 5344.

ATT. 4a

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

Report

Date: 25 March 1949

From: KIM JUN-MYONG, Chairman of Ohta Chapter, LKRJ. (52, 6-chome, Ohta-ku, Tokyo)
Tel: 06-0338

To: Chief of the 1st Traffic Section, MPD

We beg to report and affirm it is true that a truck No. 5344 owned by us was used as a stage for the anniversary of March 1st Independence Day held on 1 March 1949 and to transport a set of fixtures to Tokyo Headquarters (1, 2-chome, Kyobashi, Chuo-ku, Tokyo) after it broke up according to a mobilization program made by the headquarters. And besides, gasoline was supplied by the headquarters of the Korean League.

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

Further Investigation Report

1. Truck Number 5344 (private truck of ordinary type, Toyoda. The 600 year model gasoline truck).

2. Address and name of the truck owner:
52 6-chome, Iriarai Ota-ku, Tokyo. Kin-junmei, representative of the Ota Chapter of the Korean League.

3. Address of the truck user:
Same as above.

4. Address and name of the driver:
52 2-chome Chofu-mene-machi, Ota-ku Tokyo-to. Shigeo Matsuyama, alias Li-yeto

5. Location of the garage:
The garage is in the house of Shigea Matsuyama, driver of the said car.

6. How the truck was possessed:
The above said truck was acquired from the Yamato Transportation Company of 1-2 Kobiki-cho, Chuo,ku on February 15, 1945 and the truck was already registered on the car list on October 16 of the same year.

The truck was registered in the name of Li-Yeto, representative of the Kamata Chapter of the Korean League of 1070 of 2-chome Kojiya-cho, Kamata-Ku where the office of the said League was placed at that time. At present, the Chapter office is located at the above said place. However, in spite of the fact that changes have been made in user and representative, they neglected to report of the change of names and have been using it. However, the truck has been undergoing official examination every year and its validity term lasts till February 25, 1950.

7. Circumstances of gasoline to be supplied:
They applied for gasoline on October 1948 with the reason that they need it for transporting necessary goods for livelihood and they are receiving ration of 18 litres every month.

Moreover, the registered numberfor gasoline is 17914.

8. Circumstances of gasoline to be supplied specially:
The truck is included in the list of trucks of the Vehicle Section of the Central Headquarters of the League and the fuel is supplied by the Central General Headquarters. Accordingly, gasoline supplied especially by the Central General Headquarters is 300 litres, for a sedan and a small sized

registered on the car list on October 16 of the same year.

The truck was registered in the name of Li-Yoto, representative of the Kamata Chapter of the Korean League of 1070 of 2-chome Kojiya-cho, Kamata-Ku where the office of the said League was placed at that time. At present, the Chapter office is located at the above said place. However, in spite of the fact that changes have been made in user and representative, they neglected to report of the change of names and have been using it. However, the truck has been undergoing official examination every year and its validity term lasts till February 25, 1950.

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Moreover, the registered numberfor gasoline is 17914.

8. Circumstances of gasoline to be supplied specially:
The truck is included in the list of trucks of the Vehicle Section of the Central Headquarters of the League and the fuel is supplied by the Central General Headquarters. Accordingly, gasoline supplied especially by the Central General Headquarters is 300 litres, for a sedan and a small sized sedan. Special supply of gasoline for 7 trucks of ordinary type and 5 trucks of small size is 2400 litres.

9. Reason why the application for special supply is offered:
(a) To cooperate with the Japanese Government in the line of political circle.
(b) To educate the Korean children and the public at large in cultural line.
(c) In economical line, to aid reconstruction work of Japanese industry by organizing the commercial and industrial cooperative union by type of business at each district.
(d) Eight other items

10. Circumstances of truck operation:
Under the special supply of gasoline delivered in response to application:
(a) Plans for transporting goods during March
(1) Necessary goods for relief and livelihood

No. of cars	65
Kilometers covered by cars	8000
Destination	Tokyo City
Gasoline used	2500 litres

(2) Transportation of materials for constructing reformatory institution:

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Number of cars	35
Kilometers Covered	7000
Destination	Tokyo and its vicinity
Gasoline Used	1500 litres

(b) Actual record of transportation during March :
Distance covered by the truck of (1) - 7000 kilometers, gasoline used - 2300 litres

Distance covered by truck of (2) - 6000 kilometers, gasoline used, 2800 litres.

They are receiving special ration of gasoline every month in the above form.

11. Regarding the special ration of gasoline to be supplied to the Tokyo Headquarters of the League:

During March:
(A) Sedans of ordinary type - 7 cars 500 litres of gasoline are supplied as the ration for two small sized sedans.

(b) Trucks of ordinary type - 5 cars 800 litres of gasoline are supplied as the ration for 6 small sized trucks.

12. Regarding gasoline which was consumed at the Independence Day of March 1: Gasoline which was supplied by the General Headquarters was used for the truck which ran from the office of the Ota Chapter to Ueno and after the closing of rally held in commemoration of the Independence Day, gasoline which was supplied by Gon-Goke who is in charge of operating cars was used.

13. The truck was used as a platform on that day. The truck was used as a platform and after the closing of the rally, the truck came back to the Tokyo headquarters carrying tables and chairs.

14. Circumstances of negotiation in using truck:
The rally was held under the auspices of the Tokyo Headquarters of the League. The truck was distributed because Kin-so-tai, Chief of the General Affairs Dept. of the Headquarters asked to dispatch it for the rally held at Ueno.

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(b) Trucks of ordinary type - 5 cars 800 litres of gasoline are supplied as the ration for 6 small sized trucks.

12. Regarding gasoline which was consumed at the Independence Day of March 1: Gasoline which was supplied by the General Headquarters was used for the truck which ran from the office of the Ota Chapter to Ueno and after the closing of rally held in commemoration of the Independence Day, gasoline which was supplied by Gon-Goke who is in charge of operating cars was used.

13. The truck was used as a platform on that day. The truck was used as a platform and after the closing of the rally, the truck came back to the Tokyo headquarters carrying tables and chairs.

14. Circumstances of negotiation in using truck:
The rally was held under the auspices of the Tokyo Headquarters of the League. The truck was distributed because Kin-so-tai, Chief of the General Affairs Dept. of the Headquarters asked to dispatch it for the rally held at Ueno.

15. How gasoline is acquired:
Gasoline is supplied by the Central General Headquarters as occasion calls.

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

Date: 25 March 1949

From: Sergeant Endo Hideyuki, Crime Investigation Sec. #2, Detective D.
Policeman Ujiie Kitotsugu, Traffic Sec. #1, Guard and Traffic D.

To: Supt. Horizaki Shigeyoshi, Chief of Crime Investigation Sec. #1, Detective D.

Investigation Report

The following facts were revealed concerning the owner of the ordinary truck used for the celebration ceremony in commemoration of the founding of the Korean Republic held in Ueno Park on 1 March under the auspices of League of Koreans residing in Japan/

1. Truck - Ordinary truck, No. 7304

   A. Owner - Yasuhara Taiko, aged 45, No. 3, 6-chome, Higashi-Machi Nakano-ku, Tokyo

   B. Driver - Ri Shoei, aged 29, Address: same as above.

   C. Reason - As stated in the appended document, the truck carried placards and other equipment used for the celebration ceremony.

   D. How Gas was Obtained - Concerning the way how gasoline was obtained and its used quantity, it is not yet clear because the truck was being used by the Tokyo Headquarters of LKRJ.

   E. Others - No passengers were loaded and it was only materials that the truck carried.

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

Written Answer

From: Yasuhara Taiko, aged 45, No. 3, 6-chome, Higashi-Machi, Nakano-ku, Tokyo

To: Supt. Usoyama Haruo, Chief of Traffic Sec. #1, Guard and Traffic D.

Date: 25 March 1949

I beg to answer as follows concerning the use of my truck (Type Chevrolet, '38, No. 7304, gasoline and expense paid by the League) by the League (No. 3, 1-chome, Kyobashi, Chuo-ku, Tokyo) when the celebration ceremony was held at Ueno Park on March 1:

I promised the League that they could use my truck free of charge at any time until the end of this March (the driver, Ri Shoei, aged 29). On that day Nakano Chapter phoned to me about 7:30 a.m. and the truck left my house about 8:30 a.m. and carried materials and placards used for the meeting to Ueno Park. Then the truck went to Futago Tamagawa River to get pebbles for my business and came back about 1 o'clock.

I affirm the above to be true in every particular.

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

10 Feb 49

F10e
Dulles

Col. Battey:

Re the attached papers.

Fritz states that he assigned Capt. Hill, who had worked up the idea, to go to PMO and INFORMALLY discuss the matter.

Fritz has no more idea than I do as to why Capt. Hill would have left the papers there, and Capt. Hill is at present away on TDY.

HSE

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

0204

FROM: G-2 ADMIN G-2, GHQ, FEC

FEB 1949 03799

TO :

FOR:

AC Of S, G-2		Information	13
Executive		Necessary Action	
Asst Executive SCAP	2 Feb	Note & Return	
Asst Executive FEC		Approval	
E/A Admin		Signature	
E/A Radio Reports		Initials	
E/A Misc		Comment or Concurrence	
~~E/A CIS~~ Maj. Bowers	1 Feb	Dispatch	
E/A DAI Div		Draft Reply	
E/A Hist		Info on which to base reply	
Administrative Officer		Distribution desired	
G-2 Msg Ctr		File	
G-2 File Section			
General Liaison		Routed by:	
Japanese Liaison			
Theater Intell Div			
Operations			
PDM			
Plans & Estimates			
DAI Div			
ATIS			
TID			
Targets Branch			
Historical Div			
Library			
Chief of CIS			
Executive			
Plans & Policy Br			
Screening			
Chief of Sp Int			
Executive Off			
Reading Panel			
International Branch			
Japan Branch			
JPP			
G/A			
Comp.			
Cor. & Dis			
Central Files			
Public Safety Div	3		
Civil Censorship Det			
441st CIC Det			
_____			
_____			

Remarks:

Noted in G-2.

Maj. Bowers

2

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

0204

SECURITY CLASSIFICATION (If any) 03799

DISPOSITION FORM

FILE No.

SUBJECT: Stolen Vehicle Recovery Organization

TO Chief, PSD, G-2, GHQ, FEC FROM PM, MTA DATE 5 Feb 49 COMMENT No. 1

1. The Provost Marshal does not concur in the opinions presented by the various representatives of the Public Safety Division. It is believed unwise to issue a distinguishing uniform of any sort to authorized Japanese drivers of Occupation Force vehicles. The following specific objections are raised:

a. Unless unusually strict measures were taken to prevent these items from falling into unauthorized hands, it is believed every car thief in Tokyo would soon be completely equipped with them. Once acquired, he would have even greater leeway than he now does in stealing cars. This office knows of no way of insuring positively that the items could not be reproduced or mislaid and end up in unauthorized hands.

b. Any such plan would place the considerable Nisei population among Occupation Force personnel in an embarrassing position. They would all appear to be unauthorized operators of vehicles.

c. Garagemen who are repairing Occupation Force cars and testing them would have to be specially controlled.

d. The administrative burden of issuing such items, securing payment for them, etc., would be almost prohibitive.

2. In event the car stealing situation becomes extremely acute, this office would be prepared to recommend that no Japanese National be permitted to operate a JAPOC vehicle. Before such a measure could be put in effect, however, the situation would have had to become so acute that it affected the majority of Occupation personnel in the area. Such a measure would be far more positive than that suggested by Public Safety, but would work a hardship on many Occupation families who, of necessity or for convenience sake, employ chauffeurs.

W. M.

DA AGO FORM 1 OCT 47 897 Replaces WD AGO Form 897, 1 May 46, which may be used.

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PUBLIC SAFETY DIVISION

FROM: R2B DATE: 10 Jan

1	Chief of Division	WEP
2	Executive Officer	R2B
	Executive Assistant	
4	Lt Colonel Whitmore	BDW
	Captain Jump	
3	Captain Nenlon	JFN
	Administrative Officer	
	Chief Clerk	
	Fire Branch	
	Legal Branch	
	Liaison	
	Maritime Branch	
5	Police Branch	HSE
	Prison Branch	
	Sta & Anal Branch	

For:

Information 2 - 4 Comment ____

Action (5)

Approval ____ File ____

REMARKS:

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

Col Batley:

Capt Hill suggests wider coverage for JAPOC stolen car broadcasts — and development of a "uniform" system for JAPOC vehicle Japanese drivers. "Uniform" to consist of a cap, distinguishing, obtainable only through the PMO, to permit easy identification of authorized drivers.

PSD can handle the broadcast end. The cap idea sounds good. We could start a checksheet or letter on it but I think it would be preferable if we could sell the idea to PMO (Tokyo or FEC) and have them initiate the necessary papers.

Better procedure
Let's PSD so not Tokyo
JAPOC thanks on this.
R2D

I agree JAPOC cars are a PM HEP responsibility not PSD.