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KT/REV

GENERAL HEADQUARTERS  
SUPREME COMMANDER FOR THE ALLIED POWERS  
MILITARY INTELLIGENCE SECTION, GENERAL STAFF  
ALLIED TRANSLATOR AND INTERPRETER SECTION

Return to:  
Reports Section  
62, WDI DIV

File No. T-294

REMARKS: Translation Requested by SIS T.O.

Received ATIS: 4 Mar 47

Description of Contents: Full translation of mimeographed pamphlet titled, "Statement Opposing the Transportation Ministry's Plan to Increase Trucking," dated February 1947.

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KE/REV

TO: His Excellency, the Chief of the Civil Transportation Department,  
Supreme Allied Command, TOKYO To, KOJIMACHI Ku, MARUNOUCHI, 1-Chome (Former  
Bank of Chosen, 3rd floor)

Special Delivery

From: YAMAGATA Shi, TOKA Machi, 126 Banchi, The Federation of YAMAGATA Ken,  
Automobile Freight Enterprises.

"Statement Opposing the Transportation Ministry's Plan to Increase Trucking".

The Transportation Ministry's Automobile Superintendent Bureau has one-sidedly interpreted the Supreme Allied Command's order Number 1384, Chapter 5, and is in the midst of plans and preparations to carry it out even in YAMAGATA Ken, where the law is not applicable. If these plans are materialized, privately-owned automobile trucking enterprises in YAMAGATA Ken will immediately face maintenance difficulties, and over 6,000 people engaged in small transportation businesses (horse carts) will also suffer the same fate. Therefore, representatives of the four automobile trucking firms and 3000 workers herein, and 10 representatives from among 6,000 owners of small transportation enterprises have come to request your Excellency to cancel the plans for expanding government trucking.

We, the operators of private trucking enterprises, were previously ordered, against our will, to amalgamate our enterprises, the reason being to carry out the national policy. Our best trucks were confiscated, and our supply of fuel and materials were greatly reduced. And, on top of this, we were requested to carry large quantities of goods.

After the war, some of the officials of the Transportation Ministry slowly but surely improved transportation capacities, thus bettering public welfare, peace maintenance, and sanitation. In order to prevent disease and riots among the general public, they reconstructed transportation to the point where such necessities as food, clothing, fuel, etc could be shipped without hindrance. They are planning to increase government trucking in YAMAGATA Ken also, as in other places which suffered war damage.

This is clearly a self-centered interpretation of the Allied Command's order, and the purpose is to maintain governmental influence in the various districts. It is an act which, in order to expand their own influence, completely ignores the fact that it endangers the livelihood of the workers in those companies and puts private enterprises into straits.

When we look at the plans of the Transportation Ministry's Superintendent Bureau, we see that they are planning on 25 trailers, 20 trucks, and 93 employees in YAMAGATA Ken, MOGAMI Gun, with a budget of six million yen. In this district, the Mogami Automobile Freight Company, Ltd, has been shouldering the responsibility of transportation. This company's actual result in the last four years is as shown below. In general, production and transportation are running smoothly, and it is clear, from the chart, that this year's and next year's transportation capacity will surpass the amount of production.

That is to say, provided that production is normal, this year's expected

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IT/REV

shipping will be 59,000 tons. If we have 96 trucks to take care of this, we are equipped so as to have four more trucks than necessary, and we are not the slightest bit worried about the ability of the private enterprises to handle all the trucking. The Transportation Ministry's plans for one section of YAMAGATA Ken, NISHIMURAYAMA Gun, and KITAMURAYAMA Gun, that is, the ARATO (荒 坂), HIRAYAMA (平 山), TANIGUCHI (谷 地), and KAMIMACHI (上 町) routes, call for 95 trucks, 40 trailers, and 162 people, on a budget of 10,170,000 yen. The Daiichi Automobile Freight Company, Ltd. (DAIICHI KAKETSU JIDOSHA KABUSHIKI KAISHA) of YAMAGATA Ken is in charge of this district and at present has branches in 17 places in the district. With actual results shown as follows, they are keeping transportation running smoothly, just as in the SAGAI district.

"Actual Results of the YAMAGATA-Ken Daiichi Automobile Freight Company, Ltd."

Year	Number of Vehicles	Amount Shipped	Total Kilometers Covered.
1943	150	362,688 tons	1,501,244
1944	144	289,526 "	1,126,218
1945	142	266,266 "	1,223,604
1946	169	486,679 "	1,385,182
1947	192	350,000 "	

To assume that the yearly shipping amount for this year and next year will be 350,000 tons, we must presume that all conditions are satisfactory. If 170 private trucks are used for this purpose, they will more than suffice, and there will be 20 vehicles more than the necessary number.

As indicated above, the transportation of goods within the prefecture can be very satisfactorily carried out by the private concerns. I dare say that the Transportation Ministry's increased activity in the trucking field is for the purpose of competition with private enterprises, which still, they hope, be led to self-ruin.

The Transportation Ministry's trucking expansion will lead to suicide for the private enterprises: It will cause difficulty for innumerable workers in maintaining their livelihood, and it will be a threat to over 6,000 operators of small transport enterprises and their families. Fortunately, this prefecture received no war damage, and we believe it proper that the Transportation Ministry allot trucks to devastated prefectures, and thereby facilitate rapid reconstruction.

We humbly wish to request you to advise the Supervisor of Land Transportation, in the Transportation Ministry not to increase the number of government trucks in this prefecture, where we have no transportation difficulties.

February, 1947

Representatives of the Yamagata Ken Automobile Freight Transportation Union:

Doc. No. 20300

RI/RE

Director (SUZU), TAKIYOSHI, Goryo (滝口吾良)

Representatives of the Yamagata Ken Daiichi Automobile Freight Company Ltd:  
 Managing Director (SUZU), AOKI Kinzo (青木金蔵)  
 Manager, KINOSHITA, Seitaro (木下清太郎)

Representatives of the Shonai (庄内) Automobile Freight Company Ltd:  
 Managing Director (SUZU), OTANI, Katsuharu (大谷又治)  
 Managing Director (JOU), ITAGAKI, Kiyoharu (板垣清治)

Representative of the Mogami Automobile Freight Company, Ltd: TAKAHASHI, Yuzaburo (高橋豊)

Representative of the Okitama (置賜) Automobile Freight Company Ltd:  
 Auditor (JOHN), ITO, Kazusuke (伊藤周助)

Representatives of the Yamagata Ken Automobile Freight Workers' Federation Executive Committee Members, HAYASHI, Kichijiro (小出吉内) and HAYASHI, Masochi (林正明)

Representative of the Yamagata Ken Small-scale Land Transportation Enterprise Union: Head of KAWAYAMA Gap District Branch, SAITO, Tomiharu (佐藤富治)

To: His Excellency, Brig Gen KRASK S BRIDSON, Chief of the Civil Transportation Department Supreme Allied Command.

Actual Showing in Shipping of the Mogami Automobile Freight Company Ltd.

Year	Number of Trucks	Amount Shipped	Total Kilometers Covered
1943	30	51,050 tons	190,690 miles
1944	27	40,596 "	161,134 "
1945	26	37,559 "	141,323 "
1946	31	50,150 "	192,198 "
1947	36	53,000 " (expected)	