

0204

28 Dec 48

Estou:

^{Tok-}
 Capt Barnes, P.M.O. Liaison + FEC P.M.O.
 was much in favor of the attached
 and thought it a good idea if it
 could be sent to ^{TOK} P.M.O. ^{FEC P.M.O.} ~~General~~ for
 comments - particularly about
 caps for occupation drivers as P.M.O.
~~the~~ any action on their own without request from
 Capt PS of Communications Sect has ^{G.H.G.}
 no objections to proposed plan
 for broadcasting stolen vehicles -
 in fact, think it a good idea as
 its more in line with what they
 are supposed to be doing - instead
 of broadcasting administrative
 instructions

WYF

Col. Battery - Could the plan on
 drivers caps be drawn up and
 routed as suggested above, for
 comment?

HSE

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

APO 500
28 December 1948

MEMORANDUM:

SUBJECT: Stolen Vehicle Recovery Organizations

TO: Chief, Public Safety Division

1. An investigation was made of the existing organizations responsible for the recovery of stolen vehicles and/or accessories by conferences with the following:

- a. Provost Marshal
- b. Chiefs, 1st, 2nd Traffic Sections, MPD
- c. Chief, Investigation Section, MPD
- d. Liaison Section, MPD

2. The following is the chain of action when an Occupation vehicle is stolen. It is substantially the same for a Japanese vehicle, except that only the Japanese police are notified.

a. Complete information as to car, type, serial number, engine number, location stolen from, time, etc. are reported to the Provost Marshal who:

1. Notify MPD Liaison Section
2. Notify 1st Cav Provost Marshal Section
3. Notify CID
4. Notify Yokohama Provost Marshal Section

b. The Occupation agencies noted in sections 2-3-4 above, in turn notify all sub-sections in the Tokyo-Yokohama area so that complete coverage in this area is effected in approximately 30 minutes to an hour, after the case is reported. It should be noted, however, that there is no notice by these agencies to any of the other regions or prefectures such as Chiba and Saitama.

c. Upon receipt of the above information ^{from} the Provost Marshal, the Liaison Section of MPD, noted in Section 2-a-1 above, notify the Investigation Section, who in turn are responsible that it is disseminated to each of the police stations in Tokyo, who forward it to the Kobans. Presumably, these police "watch" for the stolen vehicle but the time element in transmitting the information is so great that practically all cars could be transported to a neighboring prefecture before the police are even notified. Here, again, it should be noted that no trans-

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mission is made outside the Tokyo-Yokohama area. This section is the responsible agency for checking garages and other possible areas where vehicles could be stripped or redesigned for resale but "lack of personnel" or failure to delegate this work to the several police stations, prevent a systematic or efficient coverage of these possible sources.

3. Investigation definitely disclosed that any vehicles stolen in the Tokyo-Yokohama area are not reported to the larger cities, such as Kyoto, etc, nor are vehicles stolen in those areas reported to Tokyo. Significant also is the fact that Japanese chauffeurs of JAPOC vehicles do not wear any type of uniform which would immediately identify them as an authorized driver to military police or Japanese police. Conversely, lack of such identification immediately opens a channel for any Japanese to drive a JAPOC car with little fear of questioning.

4. As a possible solution to providing wider coverage of this information, to prevent inter-ken traffic in stolen vehicles, the attached chart is suggested. The present Tokyo-Yokohama coverage appears to be adequate but the addition of that section from NRP Headquarters to the Japan chain appears advisable. Existing radio network and personnel which broadcast hourly, on the hour, would provide nation-wide coverage in a short space of time and would permit transmission of stolen vehicle information to the region or prefecture level to NRP Headquarters for re-broadcast to other regions and Kens. Likewise, recovered vehicles should be handled in a like manner. Emphasis should be placed on notification of Provost Marshal at each level in the chain and the forwarding to higher levels of such information supplied by these offices.

5. Investigation of all garages, areas, or buildings where stolen vehicles could be stripped, painted or changed for re-sale, should become the duty of every policeman in every area throughout Japan and not delegated as an additional duty to the Investigation Section, as at present.

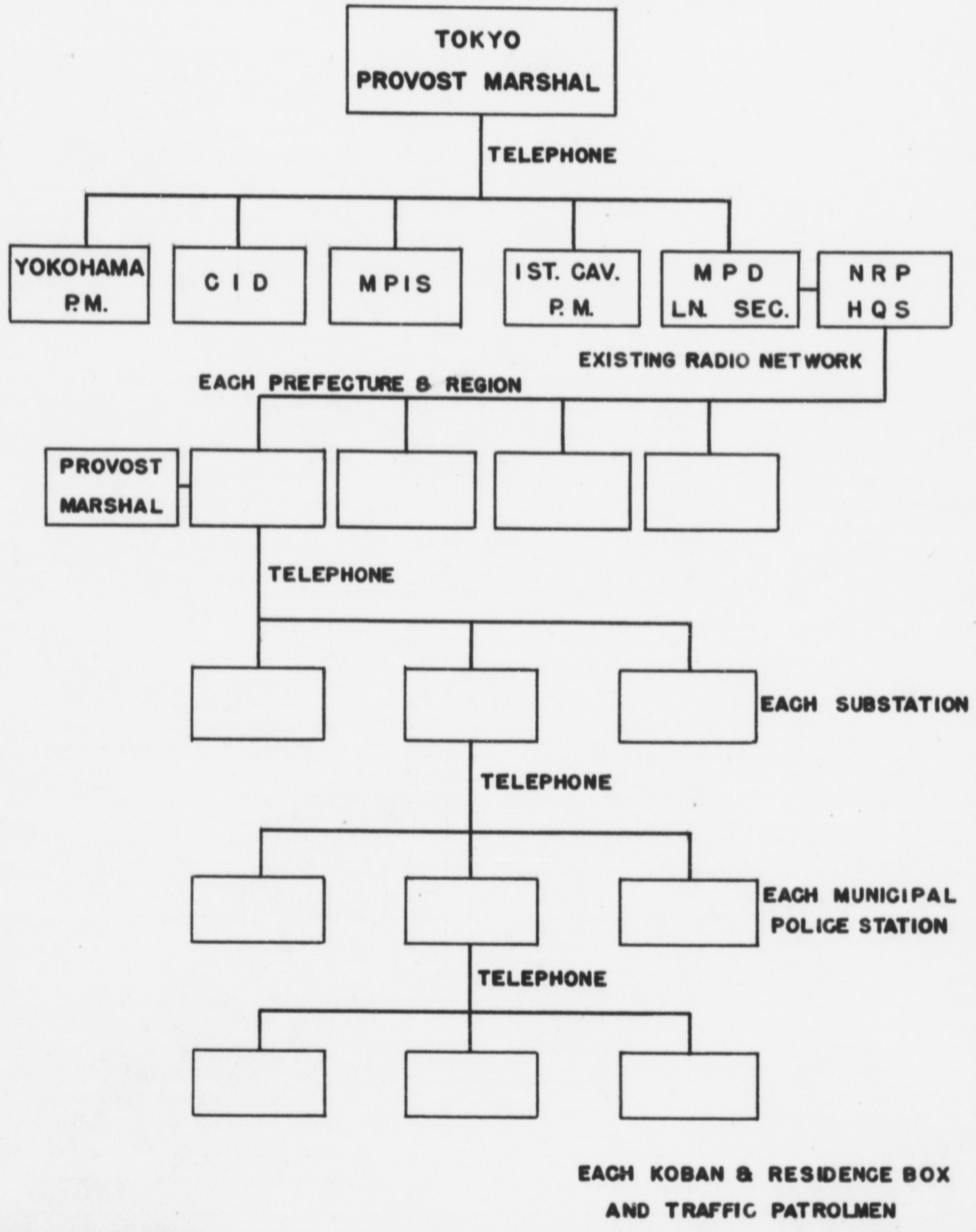
6. It is further suggested that all Japanese drivers of JAPOC vehicles be required to be responsible for and wear at all times a distinctive type of cap bearing a distinctive insignia which would be easily recognized by all police and would identify them as the authorized drivers of such vehicles. Such insignia and caps should only be obtainable at the Provost Marshal's Office only by the Occupation owner of the vehicle, who should be held responsible that such drivers wear them at all times. Details of the mechanics of this phase to be determined by the Provost Marshal.

HS

B F Hill
B. F. HILL
Capt. Inf.
Police Investigator

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PROPOSED CHAIN OF ACTION ON STOLEN VEHICLES



COPY

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

COPY

Date 11 January 1949

SUBJECT: Misuse of Transportation.

TO: Chief of Section,
G-2 Section
GHQ

1. Reference

- a. Staff Memorandum 62, SCAP & FEC, dated 19 August 1947.
- b. Staff Memorandum #32, SCAP & FEC, dated 27 March 1947.

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

<u>Milstead, E</u> (NAME)	<u>Capt</u> (RANK OR CIVILIAN RATING)	<u>G-2</u> (SECTION)
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on 9 January 1949, the following discrepancies were noted:

- a. Failure to pay driver (Par 6a, Staff Memo 62) Amount \$ _____
- b. Retained vehicle overtime. (Par 6a, Staff Memo 62) 25 min
- c. Failure to properly complete trip ticket. (Par 9(2)b, Staff Memo 32).
- d. Use of official transportation for recreation. (Par 10, Staff Memo 32).
- e. Improper trip ticket. (Par 10b, Staff Memo 32, AP 850-15)
- f. _____

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

FOR THE COMMANDING OFFICER:

/s/ Allan G. Dingwall F.
1st Lt. FA, JP
Gasoline Sales Officer

COPY

(Initial)

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

APO 500
13 January 1949

SUBJECT: Violation of Staff Memorandum No. 62

TO: Chief, Public Safety Division

1. Having recently arrived in Tokyo (EDCMR 9 Jan 49), I was not fully cognizant of all portions of Staff Memoranda 32 and 62 of 1947. I did know of the two hour maximum time use and had planned accordingly.

2. However, due to motor difficulty, the return trip to my billet required an excessive amount of time. The motor continually died, every four or five minutes, whereupon the driver made repeated adjustments under the hood before being able to proceed.

3. Having read the provisions of applicable Staff Memoranda, I now understand the proper procedure which I should have followed in noting this defect on the trip ticket.

EARL L. MILSTEAD
Captain, Inf

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