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"Questions and Answers Concerning
Transportation Problems in
a Decisive War"

Shuho, 29 March 1944

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Article Translated from the 29 March 1944 issue of the Shūhō

Questions and Answers Concerning Transportation
Problems in a Decisive War

Getting to the Heart of the Restrictions on
Passenger Traffic

Funds and Passengers Are Both Double What They
Were Before the Emergency

Question: The crowded conditions on the trains lately are really dreadful, aren't they?

Answer: Since the China Incident the number of passengers has increased by about two and a half times. In addition to this, the disparity between the amount of traffic and carrying power is growing, because passenger trains have been converted in large numbers into freight trains in order to transport war materiel.

Previously, passenger traffic on the Japanese railroads was the primary factor, and freight traffic was the secondary factor. However, since the outbreak of the Greater East Asia War, the demands of freight traffic have gradually increased, freight train mileage has increased over passenger train mileage through the extensive revision of train schedules last October. Despite this, the number of passengers tends to be gradually increasing.

Question: Well, then it is natural that things are crowded, isn't it? By the way, what about freight?

Answer: If you compare the freight handled in 1942 with that handled in 1936, before the China Incident, the amount handled has increased two and a half times. And now the bolstering of freight transport capacity is becoming more and more necessary because of the increased production. In addition, even freight which has been transported until now by ships is also being switched over to land transportation facilities.

Transport Capacity Is by no Means Equal to the Demand

Question: I imagine that transport capacity is naturally being increased in face of the doubling of the number of passengers and the amount of freight prior to the Incident.

Answer: Passenger traffic has doubled, as I said previously. Commuters have particularly increased about fivefold due to the sudden increase in war workers. Judging from the national mobilization program of the current year, it is thought that the transportation of war workers will further rise.

Furthermore, the present war of attrition clearly indicates that still more extensive freight traffic will be required, but, in spite of this, our transport capacity cannot possibly keep up with the demand.

Therefore, Travel Restrictions Are Inevitable

Question: In the final analysis, transport capacity can't possibly keep up with the increase in passengers and freight, can it? However, the transport of munitions and laborers to increase our fighting power is absolutely necessary. Therefore, that is why restrictions on passenger traffic are being put into effect at the moment on the basis of the Regulations Governing Decisive War Emergencies. Isn't that so?

Answer: That's right. It is said that railroads are weapons, but the cardinal factor which will increase our combat strength is the maintenance of our transport capacity. The present measures are expected to increase transport capacity by rigidly restricting general travel and by devoting everything to transportation necessary to increase our fighting power and evacuation for air defense.

Since this restriction on passenger travel directly affects an increase in fighting power, the selfish attitude of "It would probably be all right for me to travel" will have to be completely discarded at this time.

Just One Aim: Increase in Fighting Strength

Question: Considering this, the present measures have been too slow, haven't they? Be that as it may, but generally speaking, what kind of travel will be restricted?

Answer: During this year, pleasure travel and shopping trips, and, of course, private travel will have to stop completely. Further, even official travel which has no direct bearing on the strengthening of our fighting power will be restricted. As an example, even travel for students and workers to return home for vacations will have to wait during this year of decisive war.

Furthermore, our school windows at present open out on the battlefield, and, therefore, it is essential that the training of students be gradually broadened. But, as a general rule, the use of essential transportation facilities for this purpose will be discontinued.

Question: Is travel for laborers in the public service all right?

Answer: The labor patriotic corps and student patriotic corps are of great value in increasing our fighting power, but it will be necessary to formulate plans so that such laborers will not go to distant places at the expense of the essential transportation facilities. This will also apply to the moving of war workers on masse.

Question: Commutation facilities for war workers will probably be maintained, won't they?

Answer: Of course, commutation facilities for war workers will be vigorously maintained. However, there is a certain amount of waste in war workers' commutation, isn't there?

Question: That is true. Workers from A go to factories at B, and workers from B commute to factories at A, isn't that so?

Answer: That is a complex transportation system, isn't it? To put a stop to this sort of complex transportation system, appeals are being made to the Ministry of Home Affairs and to the Ministry of Welfare, as well as to other ministries, to get the war workers to exchange houses or to build quarters for them near the factories in order to do away with the necessity of using transportation facilities for commutation. It is thought that even industrialists and persons charged with industrial guidance wish to request that such efforts be expended to this end.

Various Arrangements Regarding Commutation

Question: The crowded conditions at commuting time are horrible, aren't they? Do you suppose anything can be done about it?

Answer: This situation is being experienced in many places. It is desired to alleviate this situation by staggering commuting to different times. This will make a difference in the time of going to and coming from work and will be based on the location and the kind of occupation.

Therefore, the sale of commutation tickets to those who could go to work or school on foot is being stopped for distances of two kilometers or less. In addition, stations and stops involving such short distances will be adjusted according to the circumstances.

During the regular commuting hours from 7:00 to 9:00 a.m. and from 4:00 to 6:00 p.m. ordinary passenger trains will be restricted. We are trying not to inconvenience people answering the call to the colors, other persons with essential business, or travellers going to or coming from distant places.

Question: If one buys a season pass, may one ride during the commuting hours?

Answer: Season passes are issued only to people commuting to fixed destinations and for this a certification from the firm, factory, or school, etc., is required. Consequently, it is impossible to buy a season pass for the purpose of shopping tours or sightseeing. Moreover, the sale of books of tickets is now being stopped.

Question: I suppose that the second class will henceforth not be necessary on commuting trains...

Answer: Yes, second class cars will be discontinued on all but long distance trains (refer to special articles 2 and 3 at end). We believe that the crowded conditions will be more or less alleviated since commuting trains will all be third class.

The Vanishing Special and Limited Express Trains

Question: What is being done about first class cars, sleeper cars, and dining cars?

Answer: Such luxury cars as first class cars, sleepers, diners, observation cars will all be abolished, and special and limited expresses will also disappear. These transport facilities will be turned over in toto to increase the transportation of vital materials and commuter traffic.

Question: Then will the limited express disappear completely?

Answer: After April first of this year limited express trains will be cut by approximately fifty per cent (Refer to special articles 2 and 3 at end). Even the remaining limited expresses will be gradually discontinued depending on the circumstances. However, since it will be very inconvenient for important passengers who must travel far when the limited express trains disappear altogether, long distance, through trains will be operated in place of limited expresses.

Question: If there are no diners, it will be necessary to prepare box lunches, but won't they spoil in the summer?

Answer: The food problem is most troublesome, but, as a rule, people will have to travel with box lunches. However, we intend to improve schemes for using station restaurants and selling lunches in stations in order to assure food for passengers travelling great distances.

A Certificate Is Required for Travel Over 100 Kilometers

Question: I've heard that one has to have a certificate for travelling long distances...

Answer: That is correct. Generally speaking, for trips of more than one hundred kilometers a police certificate is required. To be sure, there is no need to limit it strictly to one hundred kilometers. A set radius is fixed, placing the ordinary objective within one hundred kilometers, and a certificate is necessary to travel outside that radius. These certificates and tickets are held until the journey is ended, and must be presented whenever the conductor demands them.

Question: Then one may travel unrestricted in case the trip is less than one hundred kilometers. Isn't that so?

Answer: It is not necessarily limited that way. Since the number of passenger tickets issued at stations is limited, they can sell no more, once the given number is sold. If persons who are reporting in response to a call to colors, returning to their barracks or unit, or who are being conscripted or other persons who have similar important business, inform the station master, he will issue tickets after a special investigation.

Question: Does everyone have to have a police permit to travel more than one hundred kilometers?

Answer: Permits are not required for official business, and for returning to the barracks, joining a unit, for responding to a call to colors, for complying with conscription orders, for travel involved in evacuation, or for travel under the orders of public officials and similar persons.

Question: Could you please explain a little more in detail?

Answer: It is permissible for qualified officials and certain government officials who are permitted to travel for the sake of business or other groups of people of an equivalent status to have a certificate issued by people so designated by the Ministry of Transportation and Communications. In certain other cases, if one has the following kinds of certification or permits, a police certificate is not required:

Active service certificates, the certificates issued for use by various Army and Navy schools, muster warrants, certificates of attendance at inspections of reservists, conscription summonses, certificates for emigrants, certificates for travel to enter into business, permits for travel on second conscription summons, orders to organize labor patriotic corps, orders to mobilize labor patriotic corps, travel certificates for transient patriotic farm labor, travel certificates for patriotic labor battalions for increased farm production, certificates for evacuation, identification cards necessary for travel to China, certificates for travel in special localities in Manchuria, diplomatic travel certificates, or foreigner's passports.

Furthermore, travel certificates issued by Army and Navy inspectors and supervisors of material for government duty and travel by persons connected with the supervision of factories will be handled as official business travel certificates.

Further, when it is clear that the aim of travel is urgent, and it is recognized that there was not time for the proper certificate to be issued, the station master will issue a suitable travel certificate.

Question: Well then, if one has this travel certificate, can one definitely buy a ticket?

Answer: The travel certificate certifies the necessity for travel, but it does not guarantee that the traveller may buy the ticket for the train he wants and at the time he wants it. Since the number of tickets issued at each station is allocated and sold in the order of first arrival, there will be times when all of the tickets are sold out. In such a case there is nothing to do but wait until the next day.

Certificates Issued by the Police

Question: Where does one get a travel certificate?

Answer: The person travelling applies at the station at his place of residence or the station where he happens to be stopping; in the former case, it would be the police station having jurisdiction over his home district, and, in the latter, the station having jurisdiction over the

place where he is stopping. In case he has no permanent residence, it will be handled by the town or village office having jurisdiction. In any event, persons who wish to travel should write their name, address, age, reason for travelling, destination, and train line on a travel certificate blank and turn it in. Certification is obtained when the police have inspected the reasons for travelling and have determined whether the travel is necessary.

Question: For what sort of things will they consider that "travel is necessary"? For instance, would they give certification in case one's parent is critically ill?

Answer: The Ministry of Home Affairs and the Ministry of Transportation and Communications are conferring concerning the standards for granting travel certificates. I think they want to fix standards for this, but they would probably consider travel unavoidable in case one's parent is ill.

However, in the case of a brother, an uncle, an aunt or a cousin, it would probably be impossible to lay down any hard and fast rules. In short, it is probably something which will be determined on the basis of one's better judgment and immediate urgency of the situation.

Not Everyone May Travel

Question: How does one get to travel on official business?

Answer: Travel on official business is also limited as much as possible on the basis of the Regulations Governing Decisive War Emergencies and one can only travel when it is unavoidably necessary. In every government office assignments involving travel for official business are being vigorously restricted.

Question: Well, then, what about war workers who want to go to the hot springs for a vacation? Efforts expended in resting tired bodies and in building them up will increase our fighting power, but...

Answer: You are right. However, this year it is desired that the use of train facilities for vacations be avoided and I believe attempts are being made to devise methods of vacations which will not draw on our transportation facilities.

Question: Well, then, in what cases would one be able to travel?

Answer: It is extremely hard to illustrate concretely, saying this case is good and that case is bad, but briefly, we want you to understand adequately the purpose of the restrictions on passenger travel. This year it is desired that even the people protecting the home front will cooperate with the same spirit as the men at the front lines in increasing our production and transportation capacity, with a vigor which would be displayed on the actual battlefield.

No matter how we increase the restrictions, no matter what rules we invent, if we do not have the heart to abide by them it will be useless. It is desired that the efficacy of this system be demonstrated through the conscientious efforts and patriotism of all persons concerned.

The Use of Special Expresses for Evacuation

Question: So much for passenger travel -- now I should like to inquire briefly concerning freight traffic.

Various points were discussed in regard to transportation to be used for evacuation in a previous issue of Shuho (the issues of 22 December and 9 February). Attempts are probably being made to guarantee travel for the purpose of evacuation, aren't they?

Answer: Evacuation for air defense is an urgent matter which must be effected quickly. Therefore, various measures are being considered regarding the transportation of freight and passengers involved in the evacuation. In addition, the use of special trains and sections of the regular trains is being considered for exclusive use in these evacuation activities.

However, if people who live outside of the fixed evacuation areas just move at their convenience and then commute great distances, the commuting trains would be needlessly crowded. Therefore, it is desirable to stop evacuation to places within a commuting radius. Recently, baggage of people who have freely evacuated in this way is cluttering up every station. Therefore, receipt windows are being partially restricted to regulate this situation.

System of Hand Luggage Which Has Been Abolished

Question: Tell me something about the abolition of the hand luggage system.

Answer: As a rule, hand luggage has been carried in the same car with the passenger. This was a very convenient system for the passenger, but since hand luggage increased along with the recent increase in passengers, stowing it took too much time, and it became one of the principal causes of the delay of trains. Therefore, the system of hand luggage has been abolished and plans have been made to use small baggage cars and to unify and simplify the methods of handling hand luggage.

Question: What is being done about local railroads, busses, etc.?

Answer: Local railroad lines and busses are taking the same measures as the government railroads and are strengthening restrictions on ordinary passengers. They are making every effort to guarantee the transportation of vital freight and important passengers. Furthermore, taxis and hired cars, etc., are even being restricted, and, except in cases of real necessity, they are, as a rule, being prohibited. Restrictions on the use of private automobiles have also been increased.

First of All Victory, Then Travel

Question: I understand. From now on I shall endeavor to cause no hindrance to vital transportation.

Answer: Please do. When you say limitation of passenger traffic it sounds extremely negative, but the present arrangement is hardly a negative thing. On the contrary, these restrictions are our primary duty for the sake of fostering our fighting power. We beg the cooperation of all people in annihilating our American and English enemies. Endure privation and suffer inconveniences and further strengthen your fighting spirit -- all this we request to the end that we attain victory and rise above this phase of decisive warfare.

(T.N. The following three articles have also been translated from the 29 March 1944 issue of the Shuho).

Article One

Now Railroad Rates

The railroad passenger rates which are to be raised from 1 April do not involve just a simple raise in the rates. That is to say, for third class fares, a special wartime fare (5 rin^(*1) per kilometer) and a travelling tax (computed per kilometer) have been added to the ordinary basic rate (2 sen per kilometer for distances under 100 kilometers, and 1 sen per kilometer for distances over 100 kilometers).

Up to 20 kilometers -- 2 sen 5 rin

Over 20 kilometers:

Up to 150 kilometers -- 2 sen 7 rin 5 mo^(*2)

Between 150 and 1200 kilometers -- 1 sen 7 rin 5 mo

Over 1200 kilometers -- 1 sen 5 rin

For fractional amounts for fares under 50 sen the computation will be made in units of 5 and 10 sen. Likewise, for fares over 50 sen and up to 5 yen, it will be made in units of 10 sen; and above 5 yen, in units of 50 sen.

Except in the case of students and workers, it has become advisable to add to the standard rates for commutation tickets the following amounts per kilometer in terms of units of 10 sen.

One month -- 12 sen per kilometer

Three months -- 28 sen 8 rin per kilometer

Six months -- 50 sen 4 rin per kilometer

(*1) 1 rin is one-tenth of a sen

(*2) 1 mo is one-tenth of a rin

Article TwoLines and Sections on Which the Second Class Is Abolished

Yokosuka Line	(All sections between Tōkyō and Yokosuka)
Gotemba Line	(between Kōzu and Numazu)
Kohama Line	(between Tsuruga and East Maizuru)
Yamaguchi Line	(between Ogōri and Iwami-Masuda)
Maizuru Line	(between Ayabe and Maizuru)
Miyazu Line	(between Maizuru and Toyooka)
Kansai Main Line	(between Nagoya and Minatomachi)
Sangū Line	(between Kameyama and Toba)
Kusatsu Line	(between Tsuge and Kusatsu)
Kisai West Line	(between Wakayama and Kii-Kinomoto)
Ryōmō Line	(between Ōyama and Takatsu)
Nikko Line	(between Utsunomiya and Nikkō)
Yamada Line	(between Morioka and Kanaiishi)
Ōminato Line	(between Noheji and Ōminato)
Ban-Etsu West Line	(between Kōriyama and Niitsu)
Sōbu Main Line	(between Ryōgoku and Chōshi)
Bōsō Main Line	(between Chiba and Awa-Kamogawa)
Bōsō West Line	(between Soga and Awa-Kamogawa)
Marita Line	(between Sakura and Matsugishi)
Yōsan Main Line	(between Takamatsu and Yawatahama)
Kōtoku Main Line	(between Takamatsu and Sako)
Tokushima Main Line	(between Tokushima and Awa-Ikeda)
Komatsushima Line	(between Tokushima and Komatsushima)
Dosan Main Line	(between Tadotsu and Tōsa-Kure)
Kyōdai Main Line	(between Kurume and Ōita)
Toyo-Ma Line	(between Toyohara and North Maoka)
Karafuto Western Line	(between Honto and Kushunnai)
Kawakami Line	(between Konuma and Kawakami-Tanzan)

Lines and Sections on Which the Second Class Is Retained

Tōkaidō Main Line	(between Tōkyō and Kōbe)
Fukuchiyama Line	(between Kanzaki and Fukuchiyama)
Hokuriku Main Line	(between Maibara and Madoetsu)
Chūō Main Line	(between Shinjuku and Nagoya)
Shinonoi Line	(between Shiojiri and Shinonoi)
Sanyō Main Line	(between Kōbe and Mōji)
Uno Line	(between Okayama and Uno)
Kure Line	(between Mihara and Kaitaichi)
Yonai Line	(between Iwakuni and Kushigahama)
Sanin Main Line	(between Kyōto and Shimonoseki)
Taisha Main Line	(between Izumo-Imaichi and Taisha)
Tōhoku Main Line	(between Ueno and Aomori)
Jōban Line	(between Ueno and Iwanuma)
Takasaki Line	(between Ōmiya and Takasaki)
Jōetsu Line	(between Takasaki and Miyauchi)
Ōu Line	(between Fukushima and Aomori)
Uetsu Main Line	(between Niitsu and Akita)
Shinetsu Main Line	(between Takasaki and Niigata)
Kagoshima Main Line	(between Mōji Harbor and Kagoshima)
Nagasaki Main Line	(between Tosu and Nagasaki)
Sasebo Line	(between Hizen-Yamaguchi and Sasebo)
Ōmura Line	(between Haiki and Isahaya)
Hippō Main Line	(between Kokura and Kagoshima)
Hakodate Main Line	(between Hakodate and Asahigawa)
Huroran Main Line	(between Oshamambe and Iwanizawa)
Nemuro Main Line	(between Higashi-Huroran and Huroran) (Takiyawa and Nemuro)
Sōya Main Line	(between Asahigawa and Wakkanai)
Abashiri Main Line	(between Ikeda and Abashiri)
Karafuto East Line	(between Ōdomari Harbor and Kami-Shikuka)

Article Three

Express Trains to Be Discontinued

	<u>Train No.</u>	<u>Hour of Departure</u>	<u>Starting Point - Destination</u>	
Leaving the Capital	105	1930	(Tokyo -- Osaka)	
	107	2100	(" -- ")	
	15	2230	(" -- Shimonoseki)	
	1	1330	(" -- Hakata)	
	5	1430	(" -- Nagasaki)	
	601	2050	(Ueno -- Osaka)	
	101	0900	(" -- Aomori)	
	1	0600	(Hakodate -- Asahigawa)	
	Going to the Capital	106	1900	(Osaka -- Tokyo)
		108	2030	(" -- ")
110		2130	(" -- ")	
16		0900	(Shimonoseki -- Osaka)	
2		1900	(Hakata -- Tokyo)	
6		1000	(Nagasaki -- Tokyo)	
602		1330	(Osaka -- Ueno)	
102		0600	(Aomori -- Ueno)	
2		1400	(Asahigawa -- Hakodate)	

Express Trains to Be Continued

Leaving the Capital	101	0900	(Osaka -- Tokyo) (T.N.sic.)
	11	1000	(" -- Shimonoseki)
	3	1110	(" -- Kagoshima)
	7	2030	(" -- Moji)
	13	2130	(" -- Shimonoseki)
	109	2200	(" -- Osaka)
	203	1730	(Ueno -- Aomori)
3	1340	(Hakodate -- Wakkanai Pier)	
Going to the Capital	102	1000	(Osaka -- Tokyo)
	12	2115	(Shimonoseki -- Tokyo)
	4	1310	(Kagoshima -- ")
	8	1040	(Moji -- ")
	14	0820	(Shimonoseki -- ")
	16	2100	(Osaka -- ")
	204	2000	(Aomori -- Ueno)
4	1954	(Wakkanai -- Hakodate Pier)	