DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

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

Description of contents

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(2) Folder title/number: (9)
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(3) Date: May 1946 - Oct. 1948

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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

HEADQUARTERS EIGHTH ARMY
United States Army
Office of the Commanding General
APO 343

611

AGMGEM [redacted]

21 October 1948

SUBJECT: Street and Road Repair Program of the Japanese Government for the Remainder of the 1948 Fiscal Year

TO : Commanding General
I Corps
APO 301

FILE

1. Your attention is invited to the following references:

a. Operational Directive Number 11, this headquarters, subject: "Japanese Public Works and Reconstruction Program", dated 12 February 1948.

b. Memorandum for Ministry of Construction, Road Bureau, Japanese Government, from General Headquarters, Supreme Commander for the Allied Powers, Economic and Scientific Section, file 611(5 Oct 48) ESS/IND, dated 5 October 1948, subject as above, attached as inclosure 1.

2. It is desired that routine surveillance be exercised over this activity and reported in normal monthly activities reports.

BY COMMAND OF LIEUTENANT GENERAL WALKER:

/s/ R. Schafer
/t/ R. SCHAFER
Lt Col, AGD
Asst Adj Gen

1 Incl:
Cy Memorandum

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

BASIC: Ltr Hqs Eighth Army, dtd 21 Oct 1948, subj: "Street and Road Repair Program of the Japanese Government for the Remainder of the 1948 Fiscal Year".

1st Ind ERM/CEA/ky

KYUSHU MIL GOVT REGION, HQ & HQ DET, APO 929, 29 Oct 1948

TO: Commanding Officer, Fukuoka Mil Govt Team, APO 929
~~Commanding Officer, Saga Mil Govt Team, APO 929~~
Commanding Officer, Nagasaki Mil Govt Team, APO 929
Commanding Officer, Kumamoto Mil Govt Team, APO 24-1
Commanding Officer, Kagoshima Mil Govt Team, APO 970
Commanding Officer, Oita Mil Govt Team, APO 24-2
~~Commanding Officer, Miyazaki Mil Govt Team, APO 24-2~~

Forwarded for compliance with par 2 of basic letter.

BY ORDER OF LT COL SARGENT:

CHARLES L. BACHTEL
1st Lt SIG C
Adjutant

1 Incl:
n/c

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BASIC: Ltr, Hq 8th Army, AGMGEM 600.1, subj: "Street and Road Repair Program of the Japanese Government for the Remainder of the 1948 Fiscal Year", dtd 21 Oct 48

611

AG 600.1 - BA 1st Ind OCT 231948 ABH/ay

Hq I Corps, APO 301,

TO: CO, Kyushu Mil Govt Region, APO 929

Forwarded for compliance with paragraph 2 of basic communication.

BY COMMAND OF MAJOR GENERAL SWING:

Richard A. Johnson

WILDER A. JOHNSON
Capt., A.G.D.
Asst. Adj. Gen.

1 Incl:
n/c

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

C O P Y

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Economic and Scientific Section
APO 500

611 (5 Oct 48) ESS/IND 5 October 1948

MEMORANDUM FOR: Ministry of Construction, Road Bureau, No. 2 Ittchome, Kasumigaseki, Chiyoda-ku, Tokyo

SUBJECT: Street and Road Repair Program of the Japanese Government for the Remainder of the 1948 Fiscal Year.

1. For the purpose of implementing repair and maintenance of Japanese streets and highways, 6,000 metric tons of asphalt are being imported into Japan.

2. In order to expedite the subject program and prior to the arrival of the asphalt described in paragraph 1, a loan of 6,000 metric tons of asphalt has been negotiated with Eighth Army Engineer through office of Chief Engineer and G-4 of General Headquarters.

3. The Construction Ministry of the Japanese Government is authorized to withdraw 6,000 metric tons, or any part thereof, upon completion of financing arrangements with Boeki Cho, from said Army reserve stocks mentioned above.

4. The amount of asphalt released by the Eighth Army will be replaced upon the arrival of an equivalent amount of asphalt from imports described in paragraph 1.

5. Delivery of the asphalt will be made only after funds have been made available by either the national or local governments and provisions have been made for paying Boeki Cho.

6. The present Japanese program for the use of this asphalt, its distribution, station of consignment and locality of use is given in the following table:

Tons of Asphalt	Railroad Station to which consigned		Locality of Use
1,000 tons	Tabata	Station	Tokyo and vicinity
1,000 "	Shinagawa	"	" " "
700 "	Yokohama	"	Yokohama
40 "	Nagoya	"	Nagoya
160 "	Sasashima	"	Nagoya
250 "	Umekoji	"	Kyoto
500 "	Otori	"	Osaka
1,350 "	Yodogawa	"	Osaka
275 "	Nishinomiya	"	Kobe

Incl 1

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611 (5 Oct 48)ESS/IND, 5 October 1948
Subj ; Street and Road Repair Program of the Japanese Government for the Remainder of the 1948 Fiscal Year

Tons of Ashpalt	Railroad Station to which consigned		Locality of Use
425 tons	Minatogawa	Station	Kobe
150 "	Kokura	"	Fukuoka
100 "	Hiroshima	"	Hiroshima
50 "	Sendai	"	Sendai

Total: 6,000 tons

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

/s/W. S. VAUGHAN
Chief, Industry Division

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FILE

HEADQUARTERS
FUKUOKA MILITARY GOVERNMENT TEAM
Fukuoka, Kyushu
APO 929

SEU/mms

611

SUBJECT: Road Maintenance 30 July 1948

TMRU : Commanding Officer, Kyushu Military Government Region,
Headquarters and Headquarters Detachment, APO 929
Attn: Economics Section

TO : Commanding General, 24th Infantry Division, APO 24

1. Reference, Operational Directive 69, Headquarters Eighth Army, dated 19 November 1947, subject: "Road Maintenance".

2. A recent conference at your headquarters indicated that road maintenance in this prefecture under provisions of subject directive are not being satisfactorily accomplished by the Japanese Government.

3. There is one road maintenance agency now in operation in the 24th Division area under subject directive, namely Kyushu Engineering Committee, Fukuoka. This agency is composed of representatives of the Japanese Central Government, Japanese Prefectures, and cities and is responsible for the prosecution of all road maintenance and repair which the Japanese Government is directed by Eighth Army to perform. The road maintenance and repairs will be supervised by your headquarters.

4. The NIPPON HODO (Japan Pavement Co.) with main office in Tokyo has the contract for road maintenance in Kokura city and area.

5. Mr. K. MIYAZAKI, Chief of Kokura Civil Engineering Office and member of the committee, is responsible that maintenance meet requirements of subject directive.

6. Mr. Sadamu MINO, Civil Engineer, a member of the committee is the Japanese Liaison Official between your headquarters and the Japanese contractors for the procurement of equipment, supplies, etc., under subject directive (see attached statement).

7. A member of the committee in a conference at this headquarters this date volunteered the following information which it is believed are contributing factors in retarding subject project:

a. That Mr. K. Miyazaki, Chief of Kokura Civil Engineering Office is not in agreement with the present road maintenance policies of your headquarters, namely, that your headquarters advocates repair

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BASIC: Ltr, Fukuoka Mil Govt Team, File 611, subj: "Road Maintenance", dtd 30 July 1948.

methods entirely foreign to those which he believes to be adaptable, that he used some of your methods which were found to be unsuitable, and after approval by your engineers reverted to the Japanese method thereby undermining his confidence in foreign engineers.

b. That work orders are not issued to cover the entire maintenance program and therefore the Japanese Government cannot estimate cost, labor, material requirements and target dates.

c. That more than one contractor should be engaged in the projects.

d. That centrally located station for premixing road surfacing materials be established.

8. This headquarters has observed for some time the apparent indifference and lack of initiative of some members of the Kyushu Engineering Committee. It is contemplated that some personnel changes in that body will be recommended pending availability of suitable replacements.

9. Arrangements have been made for adequate supply of electric power to rock crushing installations for subject projects under provisions of paragraph 5, Operational Directive 2, Headquarters Eighth Army, dated 7 January 1948.

1 Encl:
Statement of Mr. Sadamu Mino

JEROME P. KNIGHT
Major, INF
Commanding

1st Ind RNK/igr

KYUSHU MIL GOVT REGION, HQ & HQ DET, APO 929, 3 August 1948.

TO: Commanding General, 24th Infantry Division, APO 24

Attention is invited to basic letter and inclosure thereto.

FOR THE COMMANDING OFFICER:

1 Incl:
n/c 1 cc w/d

CHARLES L. BACHTEL
1st Lt SIG C
Adjutant

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FUKUOKA, KYUSHU, JAPAN

30 July 1948

TO: WHOM IT MAY CONCERN

I, Sadamu Mino, certify that I am the Japanese Liaison Official between 3rd Engineer Battalion, 24th Infantry Division, APO 24, and the Japanese Contractors and/or Ken Government for the Procurement of equipment and supplies, (machinery, gravel, etc.) for roads to be constructed and/or maintained for the Occupation Forces on authorized Procurement Demands.

Witness: /s/ Samuel B. Umphrey, DAC
/t/ SAMUEL B. UMPHREY, DAC
Chief Manufacturing and
Industry Section
Fukuoka Mil Govt Team

/s/ Sadamu Mino
/t/ SADAMU MINO
Civil Engineer
Kyushu Road Engineering
Committee
6, Banchi, Dote-machi,
Fukuoka-city
Tel. 2-3259

/s/ Shoji Nagano
/t/ SHOJI NAGANO
Interpreter

A TRUE COPY:

Virlyn Y. Jones
VIRLYN Y. JONES
Capt. QMC

Encl 15

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611

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
CIVIL TRANSPORTATION SECTION
HIGHWAY DIVISION

APO 500
8 January 1948

SUBJECT: Staff Visit to Kyushu.

TO : Col S. C. Hilton, Regional Office of Military Government in Fukuoka, APO 929.

In accordance with verbal agreement, the attached report on my staff visit in the Fukuoka Area from 15 November to 24 November 1947 is forwarded herewith for your information.

K. W. Claybaugh
K. W. CLAYBAUGH

FILE

1st Ind RNH/tmn

KYUSHU MIL GOVT REGION, HQ & HQ DET, APO 929, 5 February 1948

TO: Commanding Officer, Fukuoka Mil Govt Team, APO 929
Commanding Officer, Kumamoto Mil Govt Team, APO 24 Unit 1
Commanding Officer, Miyazaki Mil Govt Team, APO 24 Unit 2
Commanding Officer, Oita Mil Govt Team, APO 24 Unit 2
Commanding Officer, Nagasaki Mil Govt Team, APO 24 Unit 3
Commanding Officer, Kagoshima Mil Govt Team, APO 970
Commanding Officer, Saga Mil Govt Team, APO 929

Forwarded for your information.

BY ORDER OF LT COL SARGENT:

CHARLES L. BACHTEL
1st Lt., SIG C
Adjutant

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STAFF VISIT TO

KYUSHU

15 November to 24 November 1947

By

Mr. K.W. CLAYBAUGH, D.A.C.

FILE

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Basic Report

Tab "A" - Itinerary

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28 November 1947

TO: Chief, Civil Transportation Section.
SUBJECT: Staff Visit to Kyushu-Mr. K. W. Claybaugh, D.A.D.

Following is a report on the staff visit and inspection of Japanese Highways in Kyushu during the period 15 November be 24 November, 1947. This report is submitted in accordance with Transportation Section, GHQ, FEC, Policy Circular No. 2, dated 17 April 1947.

In accordance with Transportation Section GHQ, FEC, Office Memo No. 108 dated 7 November 1947 a visit was made to the office of the Fukuoka Military Government Team and to the Regional Officer of the Kyushu Military Government at Fukuoka. The purpose of the staff visit was discuased with Col. Chas. R. Munake of the team and Col. S.C. Hilton and Lt. Bectel of the Government.

I. AUTHORITY.

This visit was authorized by GHQ, FEC, CP Order 170-6 paragraph 2 dated 13 November 1947, for the following purposes:

a. Inspect highway requirements.
b. Confer with Prefectural engineers in connection with developing country-wide highway policies.
c. Attached is Tab. "A" Itinerary of this visit.

II. FACILITIES INSPECTED.

a. As has been found throughout other parts of Japan, the highways in Kyushu are inadequate to sustain the Japanese economy.
b. An overall highwat program and necessary legialation are required to correct the discrepancies in the land transportation system of Japan.

III. FACTS.

a. Density of population.
b. Occupation Force information.
c. Construction program.
d. Maintenance program.
e. Highwat signs.
f. Kammon Highway Tunnel.
g. Miscellaneous.

IV. DISCUSSION.

a. Density of population. Kyushu is one of the most densely populated areas in Japan and for the most part the roads are too narrow and hedged in between buildings and improvements to such an extent that a large majority of the roads will have to be relocated to provide a suitable highway system.

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(1) Due to the Japanese custom of building immediately adjacent to the highways, it is apparent that legislation is necessary to establish a building line along all present and new highways which will allow widening of roads in the future without dismantling buildings and other improvements. In one place it was reported that the Occupation Forces were instrumental in a line change, moving the highway from a narrow crooked village street to a location straight thru the rice from land adjacent, buildings were being erected to the edge of the nearly completed road, As this new road is approximately 7.5 meters wide this will leave no room for future widening. In eeveral places existing buildings were being removed along one side of a highway thru a densely populated area to provide a wider highway. These locations were all more or less isolated and did not appear to be in accordance with any set plan or urgent need in preference to some of the other locations. Projects of this type should be very carefully studied and planned in connection with an overall program to assure the utmost benefit to the Japanese economy.

(2) There are several areas thruout Kyushu which are practically inaccessible to any kind of transportation. In these areas there are quite extensive natural resources which are at present undeveloped and the land supports a very sparse popilation.

b. Occupation Force information. Prior to the motor trip a visit was made to the offices of the Military Government as previously stated.

(1) It was indicated that they were quite interested in the possible completion of the Kammon Highway Tunnel between shipmonoseki and Moji for the benefit of the Japanese economy as will as to derive some benefit from the money being spent to maintain the tunnel in its present inactive stage.

(2) Interest was also indicated in the absence of roads serving certain districts and areas which prevented the transportation of mineral and forestry products as well as produced agricultural products. It was stated that a considerable amount of food has spoiled on the farms due to the insbility to get it to market.

c. Construbtion Program. Serveral construction projects were inspected enroute altho most of them were either nearly complote or relatively unimportant. In Saga Prefecture, between Saga and Takeo, work, reportedly being done under Occupation Forces orders, covering rebuilding and relocating a portion of Highway #25 was suspended by the Occupation Forces. It will require 20,000,000 yen to complete this project of which 5,000,000 yen is required in this fiscal year. The Bureau of Public Works and the Prefectures do not money on their budgets to complete this projedt. The Home Ministry, to date, has been unable to secure the money on a supplemental budget. There is a contractor on the job and all necessary quipment is available.

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It is estimated that 95% of the additional cost of this project is for labor and the only critical materials required are the petroleum products to operate the equipment. This project probably should never have been started, but as it has progressed this far, it should be financed and carried thru to complotion to avoid a large loss which will result if the work is stopped at the present stage. Home Ministry representatives are going to check on this matter and determine what is possible.

d. Maintenance program. Highways traveled all displayed evidence of lack of maintenance and comprehensive maintenance program. Oita Prefecture had probably the best maintained roads, but not what could be called first class gravel highways.

(1) It was brought out by these officials that they had no vehicles of any kind to allow inspection of their respective territories and they requested at least one surplus Jeep be provided each prefecture to permit better supervision and inspection. Two of the prefectures, Miyazaki and Kagoshima, do not have a grader of any kind with which to work their roads. As the Corps Engineers have eleven motorized graders out on memo receipt to the Road Committee of Kyushu, the other five prefectures have graders to assist in their maintenance work. They were advised that an effort would be made to secure some surplus vehicles and Capt. M. R. Poer of the lst Engr. Consturction Group was contacted in regard to graders for the two prefectures. Capt. Poor advised that the Group was below operational requirements now and did not think it would be possible to loan out any more graders unless an order came from headquarters. The Army has 14 motorized graders, (6 of which are deadlined) for use within the confines of the Army Installations in Kyushu. The operational requirements had been established at 18 graders but it was not known by whom as the group was not operating under a standard T. O. and E. Investigation into equipment matters will be carried out by CTS-H.

(2) On Highwat #3 in Oita Prefecture, several small black top pavement repair crews were working using asphalt reportedly supplied by Occupation Forces. It was noted that the pavement was past the economical patch stage at some of these locations but they were making an effort, it was statedk in accordance with Occupation Force requests. In conversation, the engineers agreed that the logical repair at these locations was to plow up the black-top and make a gravel road of it. The circumstances in regard to repair of pavement beyond the economical limit should be investigated and any necessary correction made in requests to prevent waste of asphalt material which is a very critical item. At other places the black-top pavement was paveling out at the edges due to poor shoulder maintenance. This was also called to their attention and suggestions made for correction before the pavement was too far gone to permit repair.

(3) Poor maintenance is probably due to three causes, which were explained to the various groups and suggestions were made which, if followed, should improve the conditinn of existing roads. These causes are as follows in the probable order of their importance:

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(a) Absence of a comprehensive maintenance plan and organization.
(b) Shortage of money required to employ necessary personnel and laborers.
(c) Lack of the necessary minimum requirement of equipment.

e. Highway signs. Quite a good deal of attention was paid to the highway signs thruout Kyushu and various conditions that should be sorrected were noted, as follows:

(1) Many signs "Railroad Crossing 100 Yards" with arrows pointing in various directions line the principal highways and routes. In some instances a motorist will pass from 7 to 11 of these signs before coming to a railroad crossing. Apparently these signs refer to crossings on streets and paths at right angles to the highway. It is believed that they should be removed from the highway as they are not only confusing, but they lose their original intent of protection of highway traffic crossing railroad tracks.

(2) There appeared to be very little, if any, coordination of the Japanese and English highway signs which line the highways. Signs should be so installed that they would be together, preferably on the same standard, and give the motoring public the same instructions. Cases were noted where Japanese signs restricted speed to 40 kilometers right beside English signs restricting speed to 10 M.P.H. According to the Japanese officials there are numerous such instances.

(3) Some English signs were designed with too many words in small letters which were almost impossible to read from a moving vehicle, viz., "CROSSING GATES OPERATED 24 HOURS PER DAY." and "CROSSING GATES NOT OPERATED 24 HOURS PER DAY." In this particular instance the value of the first sign is doubtful and the second sign should be condensed, made larger and in both languages to permit better visibility especially at night when the gates are not operated.

(4) It was noted that thruout Kyushu the Occupation Forces have posted speed limit signs which are more restrictive than other parts of Japan. Many signs restricting speed to 10 and 15 miles per hour were noted. It was also noted that the Japanese traffic was very careful to abide by all of these restrictions while the Occupation Forces drove at a more normal speed regardless of the limits. A study on this matter is now progressing and appropriate action will be taken in the near future.

f. Kammon Highway Tunnel. On the trip an inspection was made thru "The Kammon Highway Tunnel" under "The Strait of Shimonoseki." The work on this tunnel was started before the war in June 1937 and lies dormant at the present time, approximately 30% complete. It costs approximately 3,000,000 yen annually to maintain its present condition and will cost approximately 1,500,000,000 yen to complete under present plans. A censaus of traffic in September 1946 showed an average of 6,500 passengers daily and 40,300 tons of freight monthly by boat between Shimonoseki and Moji. The percentage of this that would be carried thru a vehicular tunnel, if available, is not known but it probably

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would not be very large. If the tunnel had not been carried thru to its present state it would be impossible to justify the construction at this time, and even as it now stands it could not be considered economical in view of present conditions. It will require at least 5 years for completion and will assist in relief of unemployment dueing the interim Japanese reconstruction period provided the necessary oritical materials can be secured without adversely affecting the Japanese economy. Many different angles enter into this problem, such as scarcity of critical materials at present, how to finance the construction and maintenance, and how plans might be altered to more nearly justify the completion at this time. Several suggestions were made to the engineers in regard to possible changes in design, as follows:

(1) Change the tunnel lining from concrete to masonry thruout except for the places where the reinforced concrete ring is required for stability.

(2) Change the circular tunnel design to a half circle and eliminate the lower deck designed for bicycles, carts and pedestrians.

(3) Change the design to provide a single lane tube at this time for one way traffic on alternate hours and a second single lane tube to be placed when and if required in the future.

g. Miecellaneous.

(1) It was reported by the Japanese officials that the Occupation Forces have issued orders to all the prefectures in Kyushu to make traffic checks on all roads and highways. Traffic checks are useful in determining the need of additional highways, additional traffic lanes and additional pavement in areas with very dense traffic conditions, but due to the sparsity of traffic in the areas observed it is doubtful if such traffic surveys are justified. In an ordinary day's trip over Kyushu highways, the motorist at present will meet 12 to 25 motor vehicles of various types, hundreds of carts and bicyloes and thoussnds of pedestrians, many of whom are carrying large londs on their backs. If these requests have been issued, it is recommended that they be withdrawn.

(2) Meetings and conferences were held thruout the trip with various Prefectural Civil Engineering and Road Section Officials of all seven of the Prefectures on Kyushu. The various items and conditions above cited were discussed and it is probable that the matters over which the Japanese officials have control will be corrected. Considerable information was presented which will be studied by CTS-H in carrying out various studies in connection with land transportation matters.

(3) From conversation with various Occupation Forces engineers and Military Government officers it appears that the Occupation Forces on Kyushu have a considerable surplus of cement in storage. A fairly large proportion of this is understood to have been in storage for more than six months and Japanese officials stated that a good deal of cement had been dumped due to deterioration. Three Army dump trucks loaded with hardened cement were seen on the

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streets of Fukuoka. This matter will be investigated by CTS-H as cement is badly needed by the Japanese for road building purposes.

(4) The engineers in charge of design on the Kammon Highway Tunnel requested that SCAP provide a consultant tunnel engineer to assist in their work if one was available among GHQ personnel.

V. CONCLUSIONS.

The outstanding high points of the entire trip emphasized the appalling need of highway legislation and a highway planning program in connection therewith. Until such legislation is enacted it will be impossible for Japan to plan and carry thru a comprehensive highway plan to fit the minimum needs of their economy. As the entire structure of any economy is based on its transportation system and due to the very poor highway conditions prevalent thruout Japan it is of the utmost importance that the highway system be improved first, even if necessary to reduce the Japanese effort in other directions.

VI. RECOMMENDATION.

1. Action be taken to provide adequate planning program.
2. Action be taken to provide suitable national highway legislation.
3. Action be taken to provide suitable construction and maintenance standards.

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TAB "A"

Departrd Central Station Tokyo	0930	15 November
Arrived Hakata (Fukuoka)	1245	16 "
Departed Fukuoka	0800	18 "
Arrived Nagasaki	1930	18 "
Departed Nagasski	0800	19 "
Arrived Kumamoto	1900	19 "
Departed Kumamoto	0800	20 "
Arrived Beppu	2000	20 "
Departed Beppu	0800	21 "
Arrived Nogata	1900	21 "
Departed Nogata	0800	22 "
Arrived Fukuoka	1700	22 "
Depated Hakata	1547	23 "
Arrived Tokyo Central Station	1855	24 "

Staff visit made to Kyushu by Mr. K. W. Claybangh of CTS-H accompanied by the following Japanese Nationals:

Mr. J. Masako, Home Ministry.

Mr. N. Katahira, E.S.B.

The visit was made by rail to and from HAKATA(FUKUOKA). From Fukuoka a circilar tour was made by automobile visiting the following places enroutes: Tosu, Saga, Takeo,Arita, Kawatana, Sonoki,Omuta, Isahaya, Unzen,shimabara, Misumi, Udo, Kumamoto, Aso, Takeda, Oita, Beppu, Usa, Nakatsu, Yukuhoshi, Kokura, Moji, Shimonoseki,Yawata, Nogata, Iizuka, Futsukaichi, Dazaifu, and return to Fukuoka,

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FILE

KYUSHU MILITARY GOVERNMENT REGION
HEADQUARTERS AND HEADQUARTERS DETACHMENT
Fukuoka, Kyushu, Japan

CLB/rld

APO 929
14 October 1947

SUBJECT: Roads

TO : Commanding General, I Corps, APO 301
ATTENTION: Military Government Section

1. References:

a. TWX, I Corps, cite ICBA-543, dated 300330/Z
b. Letter, I Corps, AG 400.5 - BA, dated 3 May 1946
c. Letter, Kyushu Mil Govt Region, file 611, dated 15 Feb 1947.

2. The road reports from all prefectures, Kyushu, are submitted herewith as inclosures one through seven in compliance with reference 1 a above.

3. Military government was formerly charged with the responsibility of the maintenance of the road network throughout Kyushu. This was accomplished by bringing pressure to bear upon the various prefectural government transportation section. This plan worked satisfactorily until the supply of cement, asphalt, and tar was exhausted. The above was all handled on an individual prefectural basis until letter, I Corps, AG 400.5 - BA, dated 3 May 1946 was put into effect. The above-mentioned letter stipulated exactly what roads would be maintained by the Japanese Government and the engineer plan of Administrative Order #24, I Corps, 1946, placed the responsibility upon the 24th Infantry Division Engineers to see that it was carried through. This proved to be a difficult thing to do because of the road equipment being controlled by the then 1113th Engineer Group and now the 1st Engineer Group which is a Corps Engineer Group and not a Division Engineer Section. In effect, the Division Engineer has the responsibility of seeing that the roads be maintained but does not have control of the equipment. This has not been a 100% satisfactory arrangement according to the 24th Infantry Division Engineer Section (3rd Combat Engineer Bn) in that the Division Engineer does not always know where all of the equipment is located and cannot always route it as desired.

4. The prefectural governments have virtually no equipment of their own and what equipment they have is U. S. Army equipment doled out to the Kyushu Engineering Construction Committee on Memorandum Receipt from the equipment pool of the 1st Engineer Construction Group. A summary of the equipment actually on hand and the number that is needed as an absolute minimum is as follows:

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Basic: Ltr KSMG, subj: "Roads", dated 14 October 1947

		Fukuoka	Saga	Nagasaki	Kumamoto	Kagoshima	Oita	Miyazaki
4 ton Dump Truck	On hand	6	3	0	0	0	2	0
	Short	1	0	2	2	1	0	0
2½ ton Dump Truck	On hand	1	2	1	1	0	2	0
	Short	0	0	1	1	1	3	0
3/4 ton Truck	On hand	1	0	0	0	0	0	0
	Short	0	0	0	0	0	0	0
Air Compresser	On hand	2	1	1	0	0	1	0
	Short	0	0	1	0	0	0	0
Road Grader	On hand	4	2	1	1	0	2	0
	Short	1	0	1	0	2	0	1
Bull Dozer	On hand	1	1	0	0	0	2	0
	Short	0	0	0	1	0	0	0
20 ton Trailer	On hand	1	1	0	0	0	1	0
	Short	0	0	0	0	0	0	0
Asphalt Kettles	On hand	3	0	0	0	0	0	0
	Short	0	0	0	0	0	0	0
3/4 Yard Shoval	On hand	1	0	0	0	0	0	0
	Short	1	0	0	0	0	0	0
Lubricator	On hand	0	1	0	0	0	0	0
	Short	0	0	0	0	0	0	0
Rock Crusher	On hand	0	0	0	0	0	0	0
	Short	0	0	2	0	0	2	0
6-8 ton Road Roller	On hand	0	0	0	0	0	0	0
	Short	0	0	2	0	0	1	0

The above figures were submitted by the 24th Division Engineering Section (3rd Combat Engineer Bn). It should be noticed that Miyazaki and Kageshima Prefectures have no equipment at all, yet, heavy demands are placed upon these prefectures to ship lumber for Occupation and Expert use.

5. The 24th Division Engineer Section (3rd Combat Engineer Bn) considers that the Kyushu Engineer Construction Commission is capable of handling the road situation throughout Kyushu providing they have adequate funds made available and machinery. Where conditions have been ideal enough to accomplish something, the commission has been hamstrung by lack of funds to operate.

6. Prior to the setting up of of the Kyushu Construction Engineering Commission as the Japanese controlling and operating agency as pertains to the allocation of road machinery and the setting up of operational priorities, this headquarters was requested by the 1st Engineer Construction Group to check on this proposed organization and to recommend its feasibility or

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Basic: Ltr KSMG, subj: "Roads", dated 14 October 1947

non-feasibility. The acceptance was recommended and the commission was placed into operation.

7. In view of past experiencies and in looking toward a successful answer to the existing problems, the following is recommended:

a. That adequate funds be set aside for immediate use throughout all of Kyushu.

b. That the following road machinery be immediately made available to the Kyushu Engineering Construction Commission:

7 ea 4-ton dump trucks	1 ea Air compressor
1 ea 3/4 ton truck	1 ea Rooter
1 ea Grader	1 ea Lubricator
1 ea Bull Dozer	1 ea 6-8 ton roller
2 ea 3/4 Yard shovels	1 ea Rock crusher

The above machinery is needed to bring the commission up to the barest minimum. This headquarters is of the opinion that the above figures represent a level too low for safety in that with such a small amount of machinery, it would be overworked and worn out in a very short time. This headquarters recommends an increase in road machinery over and above what is considered the bare minimum.

c. That cement, asphalt, tar, and other necessary materials be made available in quantities great enough to obtain construction accomplishments in all prefectures.

d. That consideration be taken into mind that the roads of Kyushu are practically all of dirt and gravel construction and that the economy of Japan is suffering due to lack of adequate road communications in that almost 60% of Japan's coal is mined in Kyushu, 35% of Japan's finished steel, 25% of Japan's pig iron, a large portion of food, 15% of Japan's chemicals (medicine and dyestuffs), lumber, and other essentials that are considered necessary for the minimum needs of Japan, for export, and for economic recovery.

FOR THE COMMANDING OFFICER:

CHARLES L. BACHTEL
1st Lt SIG C
Adjutant

7 Incls:
Road Reports from:
1. Fukuoka
2. Saga
3. Nagasaki
4. Kumamoto
5. Kagoshima
6. Oita
7. Miyazaki

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HEADQUARTERS
FUKUOKA MILITARY GOVERNMENT TEAM
Fukuoka, Kyushu
APO 929

EDA/hm

611

11, October 1947

SUBJECT: Report on Roads

TO : Commanding Officer, Kyushu Military Government Region,
Headquarters and Headquarters Detachment, APO 929

1. In compliance with TWX cite GE 653, Headquarters KSMG, dated 2 October 1947, the attached road report is submitted.

2. Roads shown in inclosure 1 were originally requested by Occupation Units within this area and forwarded through Military Government channels.

FOR THE COMMANDING OFFICER:

2 Incls:
1. Road report (4)
2. Map (4)

DAVID H. BARLOW
Capt. INF
Adjutant

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

ROADS REPAIRED OR UNDER REPAIR BY REQUEST OF MIL GOVT

Map Reference	Location	Type		Mileage
(1)	Moji-Kokura-Yahata-Fukuoka	Gravel	Road	1.9
		Paved	"	51.7
(2)	Kokura-Yukuhashi-Yoshidomi	Gravel	"	12.5
		Paved	"	14.9
(3)	Fukuoka-Maebara-Fukuoyoshi	Gravel	"	14.3
		Paved	"	11.7
(4)	Kokura-Tobata	"	"	3.9
(5)	Fukuoka-Futsukaichi-Kurume	Gravel	"	3.7
		Paved	"	13.4
(6)	Futsukaichi-Amagi-Hagi	Gravel	"	12.7
		Paved	"	8.8
(7)	Wajiro-Shiganoshima	Gravel	"	9.1
(8)	Kurume-Kanzaki	"	"	1.4
		Paved	"	1.1
(9)	Kurume-Setaka-Omuta	Gravel	"	12.1
		Paved	"	11.2
(10)	Kurume-Tanushimaru-Yamahara	Gravel	"	9.5
		Paved	"	11.7
(11)	Kurume-Fukushima-Hebaru	Gravel	"	14.5
		Paved	"	3.7
(12)	Fukuoka-Naka	Gravel	"	4.3
		Paved	"	1.6
(13)	Fukuoka-Minamihata	Gravel	"	16.3
(14)	Ongagawa-Ashiya	Paved	"	3.1
TOTAL		Gravel	Road	119.3
		Paved	Road	136.8
GRAND TOTAL				256.1

2nd

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ROAD REPAIR NOT DIRECTED BY MILITARY GOVERNMENT

Map Reference	Location	Type	Mileage
(15)	Fukuoka-Iizuka-Tagawa-Yukuhashi	Gravel Road	29.9
		Paved "	15.2
(16)	Kokura-Kaharu-Soeda	Grand "	16.3
		Paved "	5.5
(17)	Nogata-Tagawa	Gravel "	6.3
		Paved "	4.2
(18)	Iizuka-Oguma	Grand "	7.3
		Paved "	0.7
(19)	Shinko-Nogata	Grand "	15.3
		Paved "	1.8
(20)	Ongagawa-Nogata-Iizuka-Yamae	Grand "	15.2
		Paved "	14.1
(21)	Kurume-Amagi	Grand "	10.8
(22)	Okawa-Hainuzuka-Kuroki	" "	13.5
		Paved "	5.2
(23)	Okawa-Yanagawa-Setaka-Yamakawa	Grand "	11.5
		Paved "	6.8
(24)	Yanagawa-Kisaki-Kurume	Grand "	5.7
		Paved "	6.9
TOTAL		Grand Road	131.8
		Paved Road	60.4
GRAND TOTAL			192.2

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福岡縣管內圖

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

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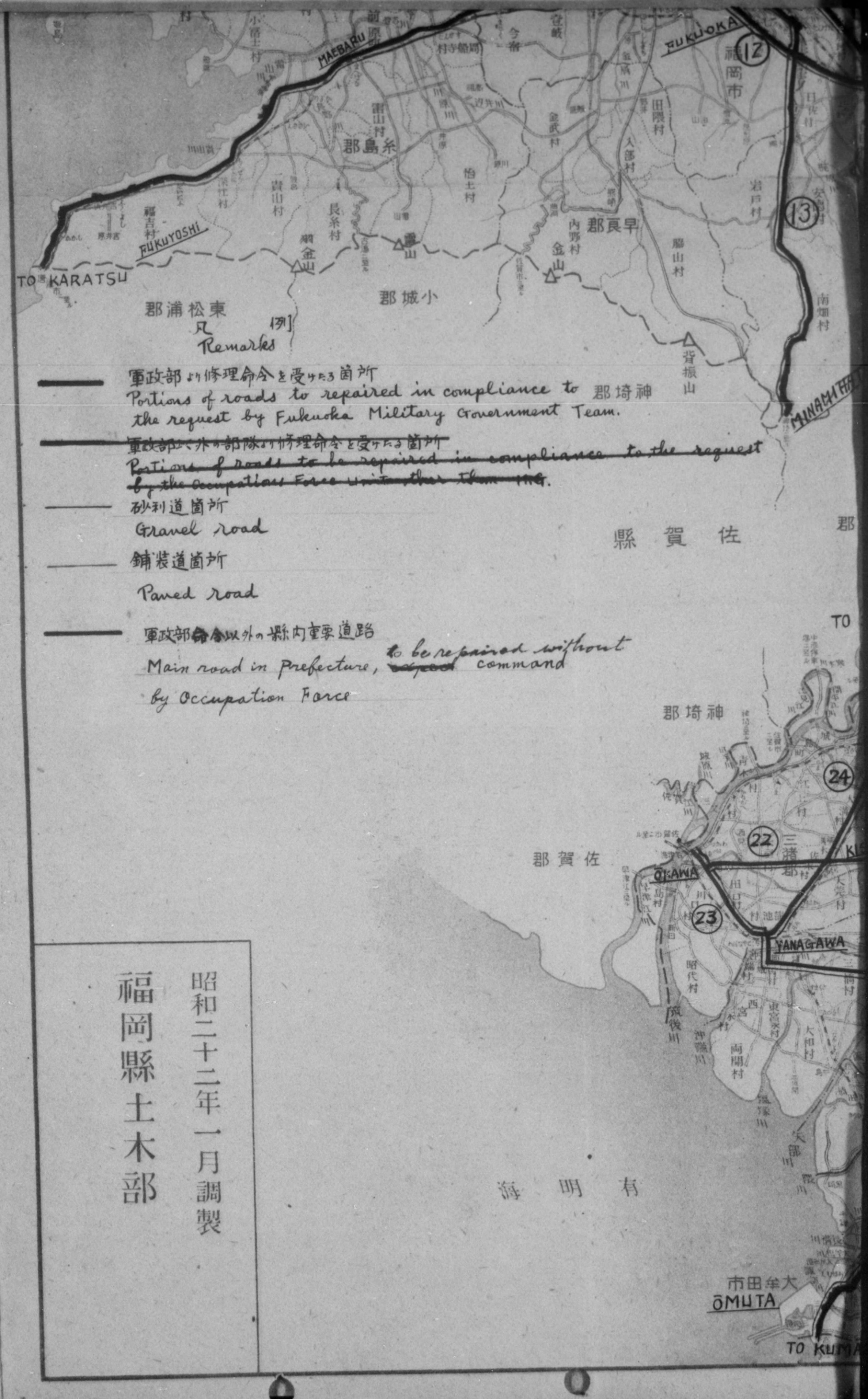


凡例 Remarks

軍政部より修理命令を受けたる箇所
Portions of roads to repaired in compliance to the request by Fukuoka Military Government Team.

~~軍政部以外の部隊より修理命令を受けたる箇所~~
~~Portions of roads to be repaired in compliance to the request by the Occupation Force Units other than MG.~~

砂利道箇所
Gravel road

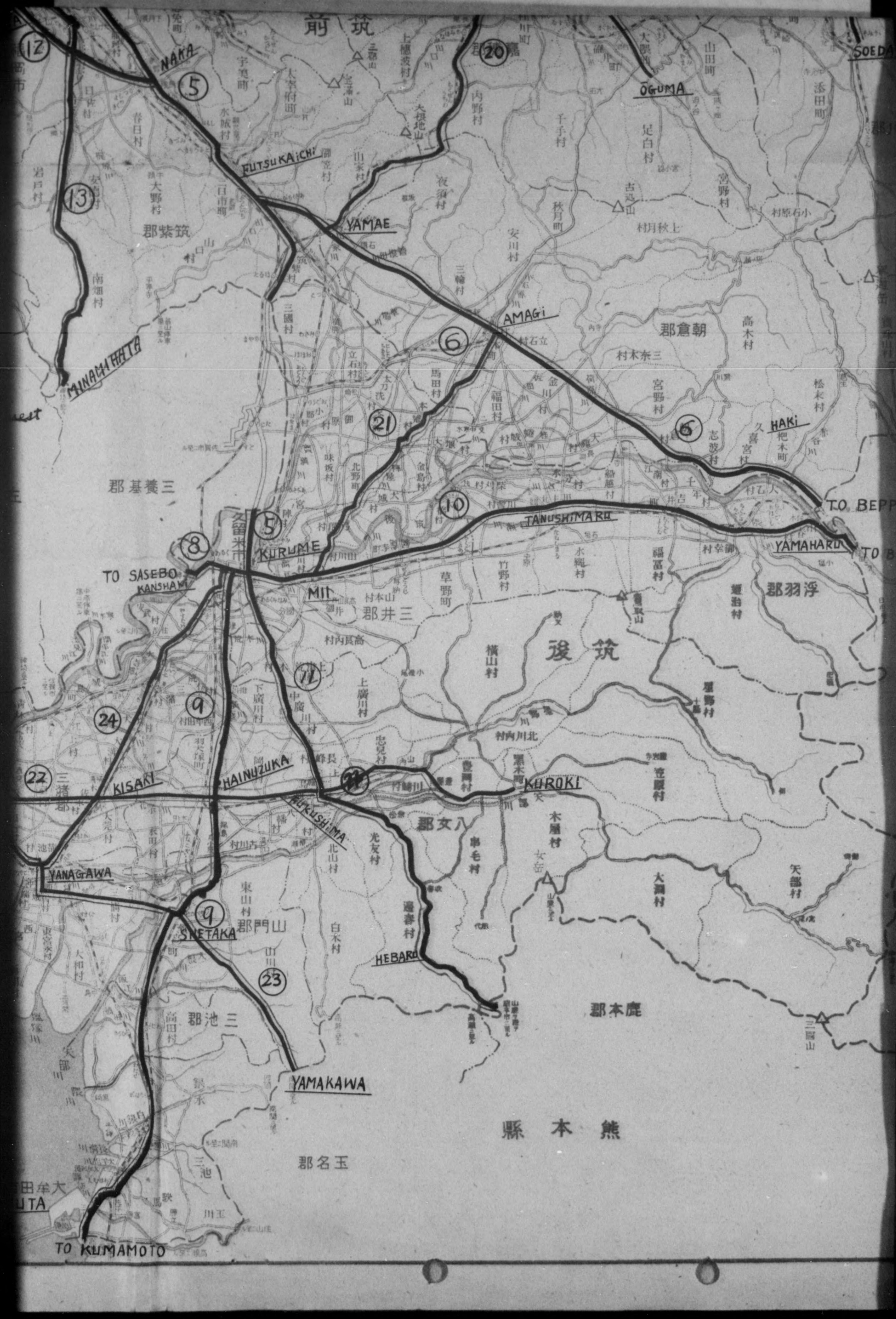
舗装道箇所
Paved road

軍政部命令以外の縣内重要道路
Main road in Prefecture, ~~repaired~~ to be repaired without command by Occupation Force

昭和二十二年一月調製

福岡縣土木部

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013



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壹之分萬拾貳尺縮

凡例	
縣國界	
市郡界	
町村界	
國道	
指定府縣道	
府縣道	
鐵道	
電車軌道	
河川	
準用河川境	
重要港灣	⚓
山岳	△

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

611

OITA MILITARY GOVERNMENT TEAM
APO 24 UNIT 2

LGJ/tk

400.38

10 October 1947

SUBJECT: Report on Oita Prefecture Road Network

TO : Commanding Officer, Kyushu Mil Govt Region, APO 929

1. In compliance with TWX, I Corps, Cite ICBA-543, the following report is submitted.

a. Roads which the Japanese Government has been directed by Military Government to repair and maintain:

No. on Map	Name of Road	Route	Nature of Repairs	Length (miles)	Remarks	
1	National Road No.3	From Oita city to Nakatsu city	Repairs of gravel road and paved road	36.26	Gravel road paved road	35 1.26
2	Prefectural Road No.2 from Hijudai to Beppu line	From Beppu city to Yufuin-mura	New pavement Repair of paved road and gravel road	8.85	New pavement Pavement repaired Gravel road repaired	0.30 1.68 6.89
3	Myoban to Beppu line	Ishigaku-baru, Beppu city	Pavement repaired	1.87		
4	Kankaiji to Beppu line (road to Suginoi Hotel)	Kankaiji, Beppu city	New pavement	0.50	Expected to start work shortly	
5	ditto (down road)	ditto	Gravel road repaired	0.35		
6	Prefectural Road No.4 (Oita to Saganoseki line)	Nagahama, Oita city	New pavement	0.27		

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

No. on Map	Name of Road	Route	Nature of Repairs	Length (miles)	Remarks
7	Ajimu to Toyooka line (road to golf link)	Toyooka-machi and Minami-hata-mura, Hayami-gun	Gravel road repaired	3.88	
8	Hita to Okuni line	Oyama-mura, Hita-gun	ditto	11.68	
9	Pref. Road No.2 (Oita to Fukuoka line)	From Hazama-mura, Oita-gun to Yoake-mura, Hita-gun	ditto	16.00	
10	Road to Rifle Range at Ishiga-kibaru	Ishigakibaru, Beppu city	ditto	0.78	The work has already been completed. But this line not being a road according to Road Law, the Ken Govt is experiencing a financial difficulty in this that the work is not subsidized.

b. Roads maintained by the Japanese without a directive from Military Government which are used jointly by the occupation forces and the Japanese:

No. on Map	Name of Road	Route	Kind of Road	Length (miles)	Remarks
1	Oita-Kunizaki line, Kunizaki-Taketazu line, Takada-Taketazu line and Takada-Usa line	From Oita to Usa	gravel road	40.56	Interrupted spots are shown in the drawing.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

No. on Map	Name of Road	Route	Kind of Road	Length (miles)	Remarks
2	Takada-Nagasu line	From Takada-machi to Nagasu-machi	gravel road	4.47	
3	Mori-Nagasu line	From Mori-machi to Nagasu-machi	"	32.31	
4	Tateishi-Taketazu line	From Tateishi-machi to Taketazu-machi	"	15.19	
5	Takada-Kunizaki line	From Takada-machi to Kunizaki-machi	"	20.86	
6	Tomitsu-Kutsuki line		"	9.80	
7	Tateishi-Aki line	From Tateishi-machi to Aki-machi	"	5.44	
8	Aki-Takada line	From Aki-machi to Takada-machi	"	11.04	
9	Hita-Nakatsu line	From Nakatsu city to Hita city	"	18.46	
10	Mori-Nakatsu line	From Mori-machi to Nakatsu city	"	14.16	
11	Ajimi-Tateishi line	From Ajimi-machi to Tateishi-machi	"	10.65	
12	Futsukaichi-Okoshi line	From Futsukaichi-machi to Okoshi	"	14.80	
13	Ajimi-Toyooka line	From Ajimi-machi to Toyooka-machi	"	10.74	
14	Tsubo-Nakayamaga Railway Station line	From Tsubo-mura to Nakayamaga Railway Station	"	10.26	
15	Keya-mura-Morimi Railway Station line	From Keya-mura to Morimi Railway Station	"	10.48	

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No. on Map	Name of Road	Route	Kind of Road	Length (miles)	Remarks
16	Mori-Oguni line	From Mori-machi to the Kumamoto-ken boundary	gravel road	7.96	
17	Kuju-Oita line	From Kuju-machi to Oita city	"	23.36	
18	Taketa-Onoya Railway Station line	From Taketa-machi to Onoya R.S.	"	12.62	
19	Taketa-Kuju line	From Taketa-machi to Kuju-machi	"	8.56	
20	Oita-Kumamoto line	From Oita city to Kumamoto-ken boundary	"	37.11	
21	Oita-Saganoseki line	From Oita city to Saganoseki-machi	"	16.92	
22	Usuki-Saganoseki line	From Usuki-machi to Saganoseki-machi	"	14.96	
23	National Highway No.3	From Oita city to Miyazaki-ken boundary	"	56.76	
24	Mie-Usuki Port line & Taketa-Mie line	From Usuki Port to Taketa-machi	"	30.03	
25	Okudake-Oita line	From Hasegawa-mura to Oita city	"	39.17	
26	Nojiri-Taketa line	From Miyato-mura to Taketa-machi	"	12.58	
27	Taketa-Inukai line	From Taketa-machi to Inukai-machi	"	16.32	

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No. on Map	Name of Road	Route	Kind of Road	Length (miles)	Remarks
28	Haji-Inukai line	From Ono-machi to Inukai-machi	gravel road	9.76	
29	Yudake-Tsurusaki line	From Takenaka-mura to Tsurusaki-machi	"	15.02	

2. Map of Oita Prefecture road network in colors is forwarded as part of this report as inclosure 1.

FOR THE COMMANDING OFFICER:

1 Incl:
Map

LUTHER G. JONES, JR.
Captain, TC
Adjutant

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Reports Control Symbol ICBA-543

HEADQUARTERS
KUMAMOTO MILITARY GOVERNMENT TEAM
KUMAMOTO, KYUSHU, JAPAN

JPB/tu

611

APO 24, UNIT 1
8 October 1947

SUBJECT: Road Repair and Maintenance

TO : Commanding Officer, Kyushu Military Government Region, Hq & Hq Det, APO 929

1. In compliance with TWX Cite GE 653, I Corps, subject same dated 1 October 1947, the following report is submitted:

A. Roads the Japanese Government has repaired and maintains by directive of military government.

Map No.	Type of Road	Name of Road	Location	Length	Width
A(1)	Gravel	Kumamoto - Oita Line	From Tatsuda-mura, Hotaku-gun to Nagamizu-mura, Aso-gun.	miles 18.6	feet 18 21
A(2)	Paved	"	From Kumamoto City to Tatsuda-mura, Hotaku-gun.	2.0	32 18
A(3)	"	"	From Haramizu-mura Kikuchi-gun to Ozu-machi, Kikuchi-gun.	2.4	18
A(4)	Gravel	Highway 2nd Line	From Kumamoto City to Iwano-mura, Kamoto-gun	19.8	18 26
A(5)	Paved	"	From Kumamoto City to Ueki-machi, Kamoto-gun	6.2	26

Note: A - 1 represent the gravel portion of the Kumamoto City - Akamizu road, Akamizu is the nearest rail head to Aso Kanko Hotel (Eighth Army Recreational Center).

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A - 2 and A - 3 represent asphalt stretches in this road.

A - 4 represent the gravel portion of the Kumamoto City, Ken boundary line on the direct route to Fukuoka. A - 5 represent the asphalt stretches in this road.

B. Roads the Japanese Government has repaired and maintained without a directive from military government.

Map No.	Type	Name of Road	Location	Length	Width
B(1)	Gravel	Highway 2nd Line	From Kumamoto City to Minamata-machi, Ashikita-gun	miles 25	feet 18 26
B(2)	"	Matsuo-Kumamoto Line	From Kumamoto City to Matsuo-mura, Hotaku-gun	4.6	24
B(3)	Paved	"	Kumamoto City	2.3	39 59
B(4)	Gravel	Kumamoto-Miyazaki Line	From Oshima-mura, Kamimashiki-gun to Hamamachi, Kamimashiki-gun.	23.5	15 21
B(5)	Paved	"	From Kumamoto City to Oshima-mura, Kamimashiki-gun	37	60
B(6)	Gravel	Misumi Amitsu Line & Uto-Amitsu Line	From Utomachi, Uto-gun to Misumi-machi, Uto-gun.	15.3	18 36
B(7)	"	Uchinomaki-Hamamachi Line	From Kagamizumura, Aso-gun to Choyo-mura, Aso-gun.	6.9	15
B(8)	"	Kiyama-Ueki Line	From Tatsuda-mura, Hotaku-gun to Simizu-machi, Kumamoto City.	1.8	12
B(9)	Paved	Kamoto-Waifu Line	From Kumamoto City to Nishigoshi-mura, Kikuchi-gun.	2.4	23 19.6
B(10)	"	Kami Kumamoto Station Line	Kumamoto City	1.2	49

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H. L. SHINABERGER
Lt. Col., Inf.
Commanding

8 Incls:
1. Overlay of Roads in Sub-par A
2. Overlay of Roads in S Sub-par B
3. Map Scale 1-200,000 with road net
4. Ltr from 95th MG group to Ken grounds
5. Ltr from 6th Army to Central Liaison Office
6. Ltr from Kumamoto Liaison Office KMMG
7. Ltr from KMMG to Ken Governor
8. Ltr from KMMG to Ken Governor

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圖

Remark

——— repair the asphalt road

——— repair the gravel road

——— repair the concrete road

(23) 長洲停車場 (22) 宮原停車場 (21) 万田三 (20) 大野ノ下 (18) 大野下 (16) 隈庄出 (15) 植木停車場 (14) 上熊本停 (10) 植木停 (9) 長洲停 (8) 長洲 (7) 熊本水前寺 (6) 熊本春竹

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熊本縣管內圖

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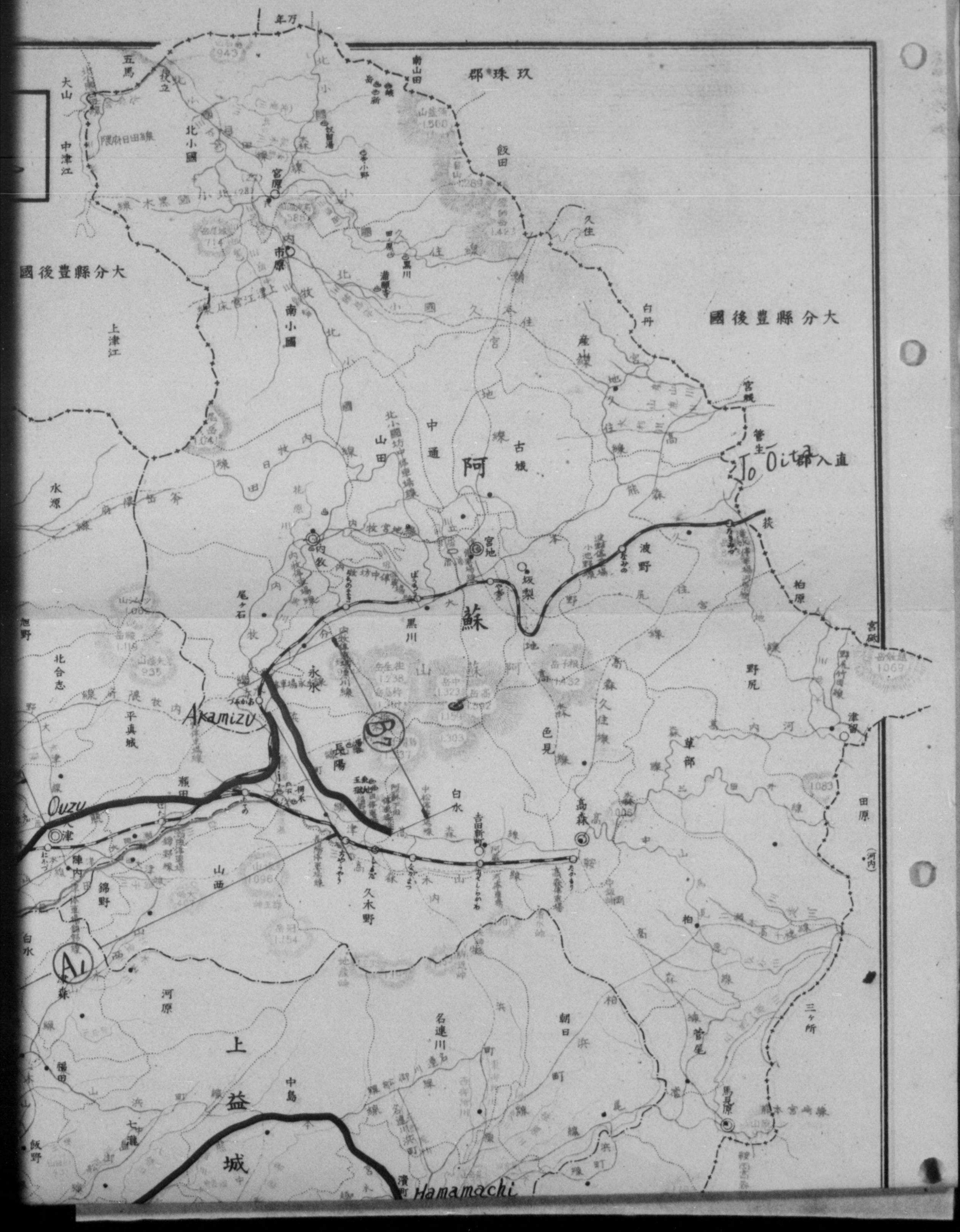

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Hamamachi

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昭和二十一年九月一日現在

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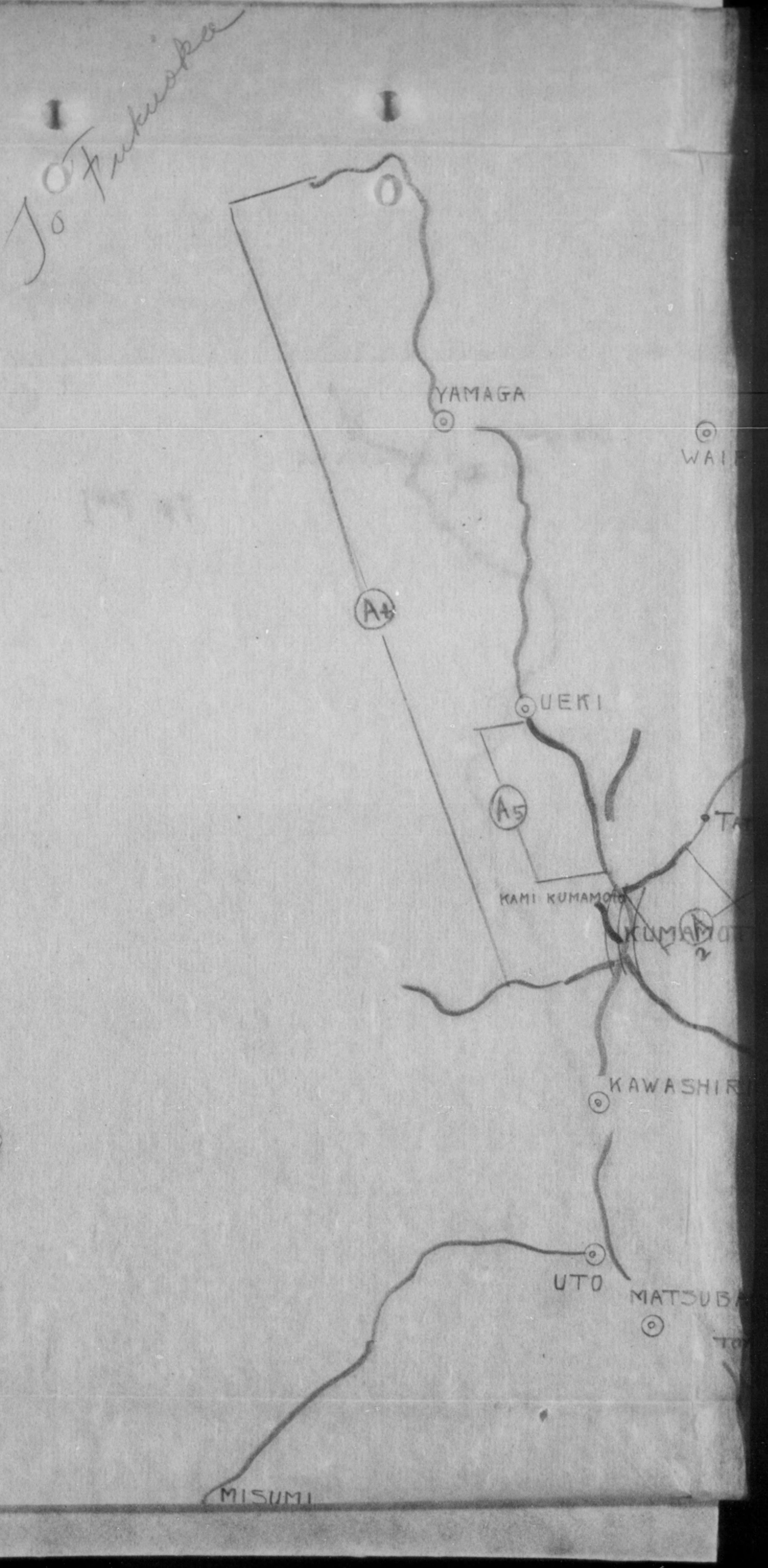

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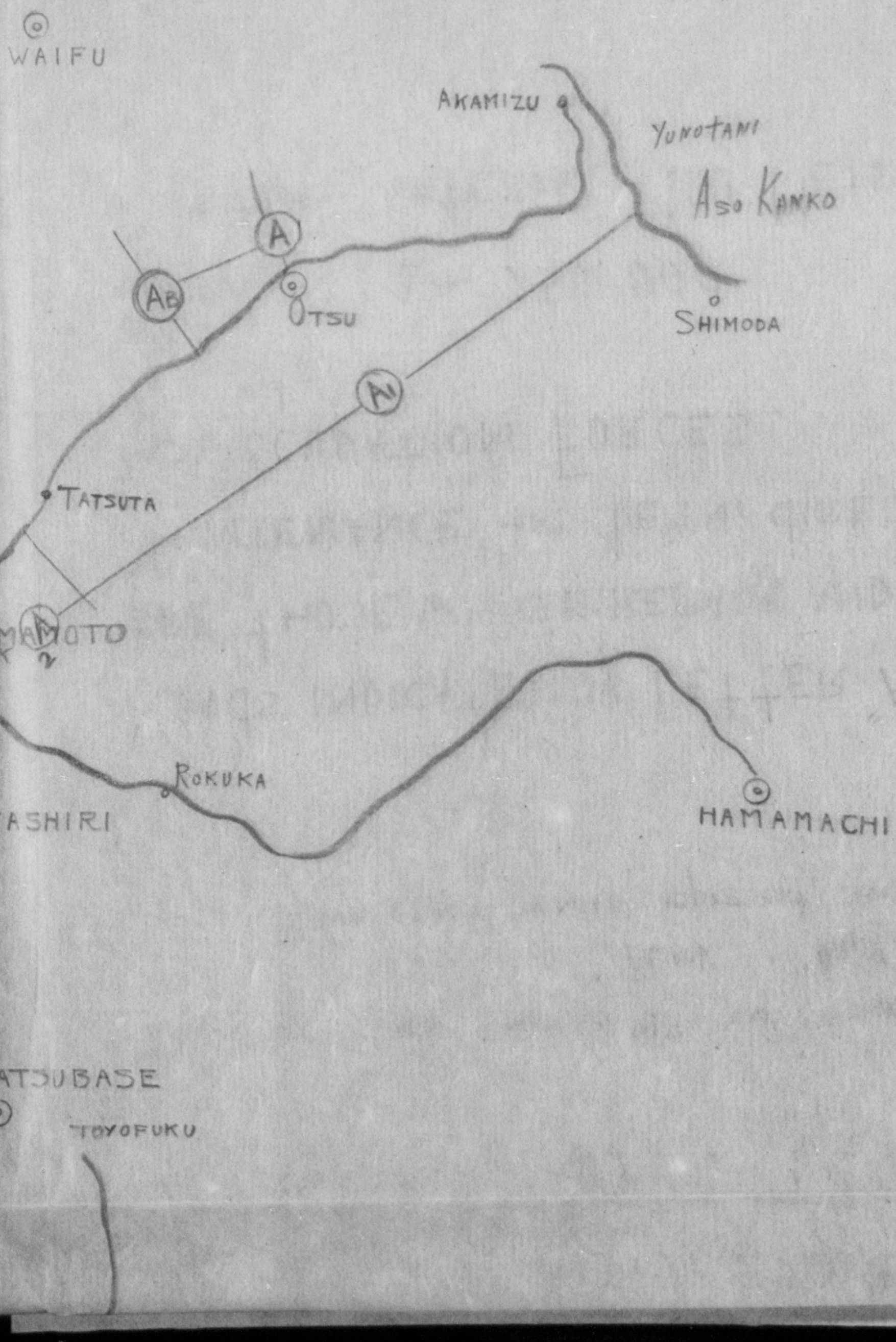

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KAWASHIRI

UTO

MATSUBA

TOY

MISUMI

YATSUSHIRO

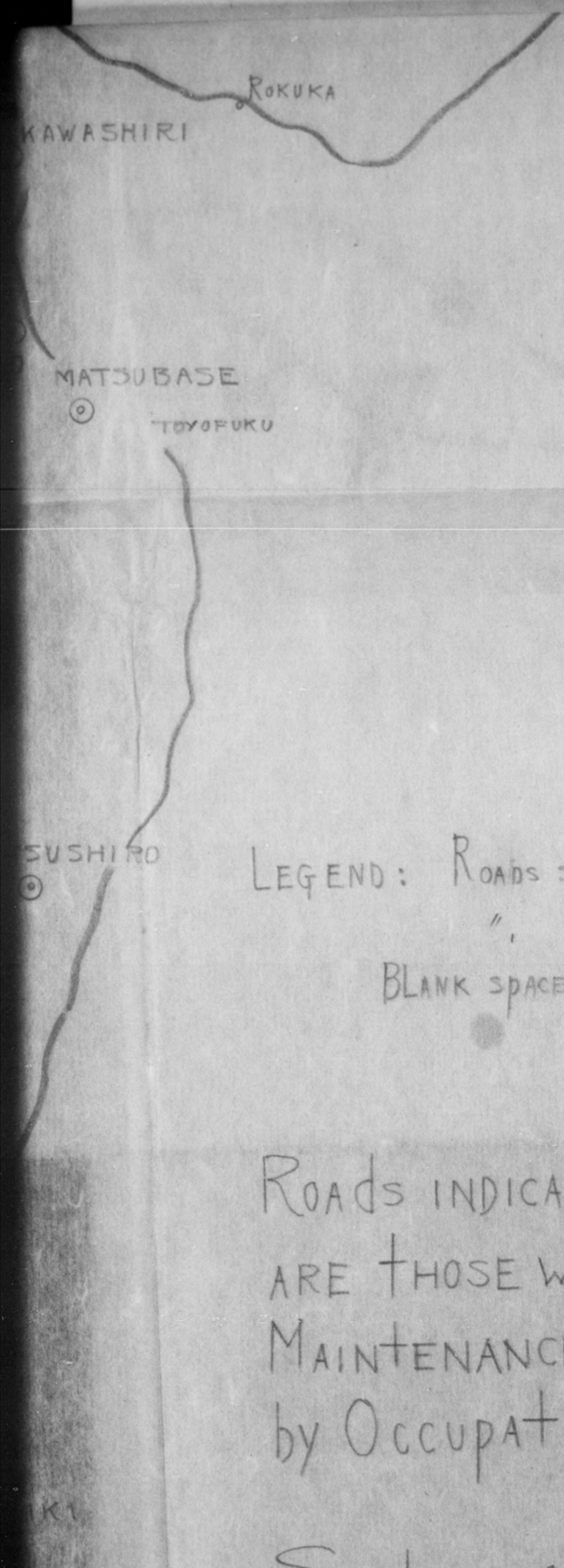
SASHIKI

MINAMATA

N

Incl. #1

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

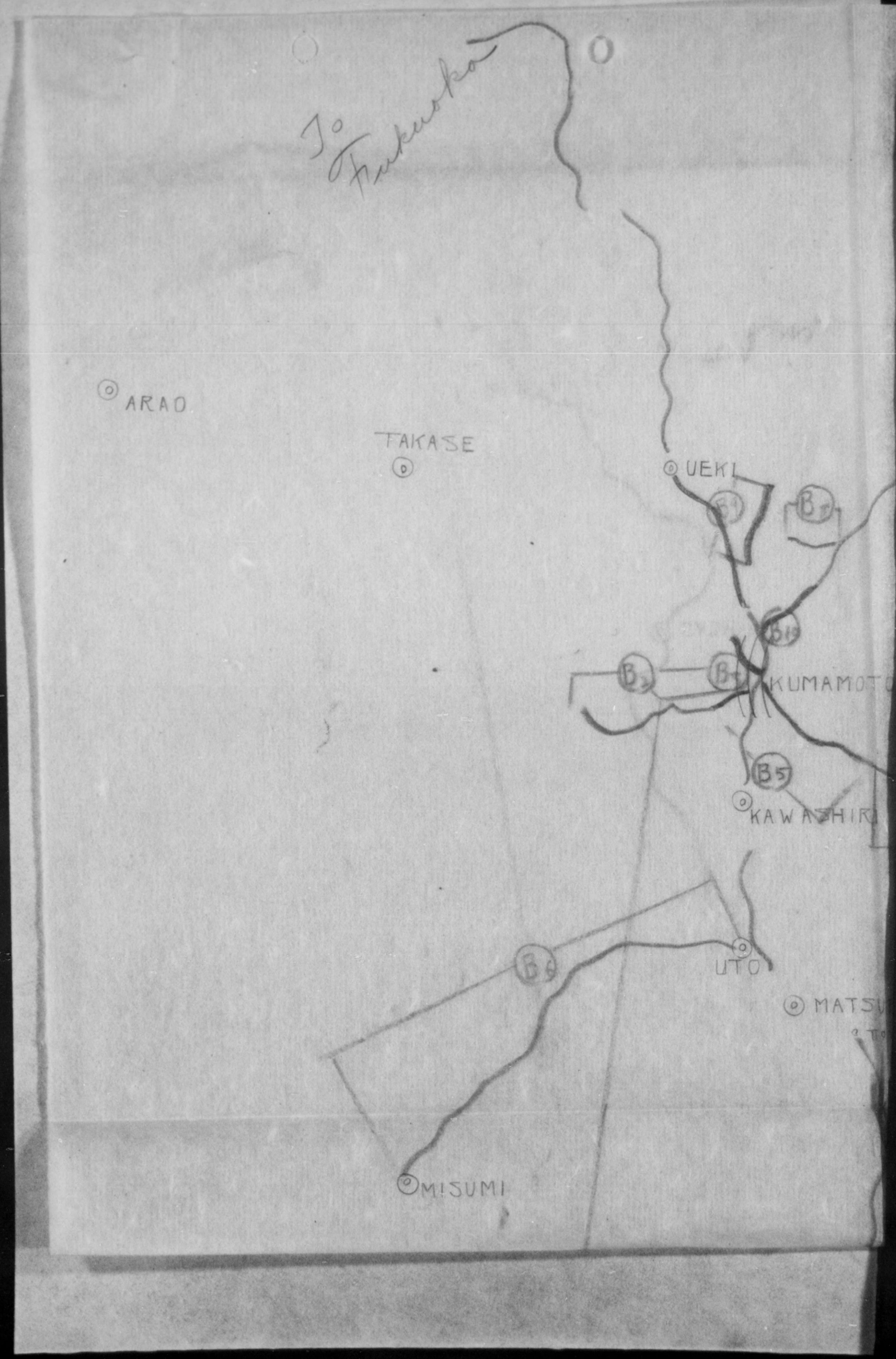


LEGEND: ROADS SHOWN IN RED HAVE GRAVEL SURFACE
" " " BLACK " ASPHALT SURFACE
BLANK SPACES IN ROAD REPRESENT CONCRETE SURFACE.

ROADS INDICATED by LETTER "A"
ARE THOSE WHOSE REPAIR AND
MAINTENANCE HAS BEEN DIRECTED
by OCCUPATION FORCES.

SCALE 1~250,000
CONTOUR INTERVAL 100 METERS

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013



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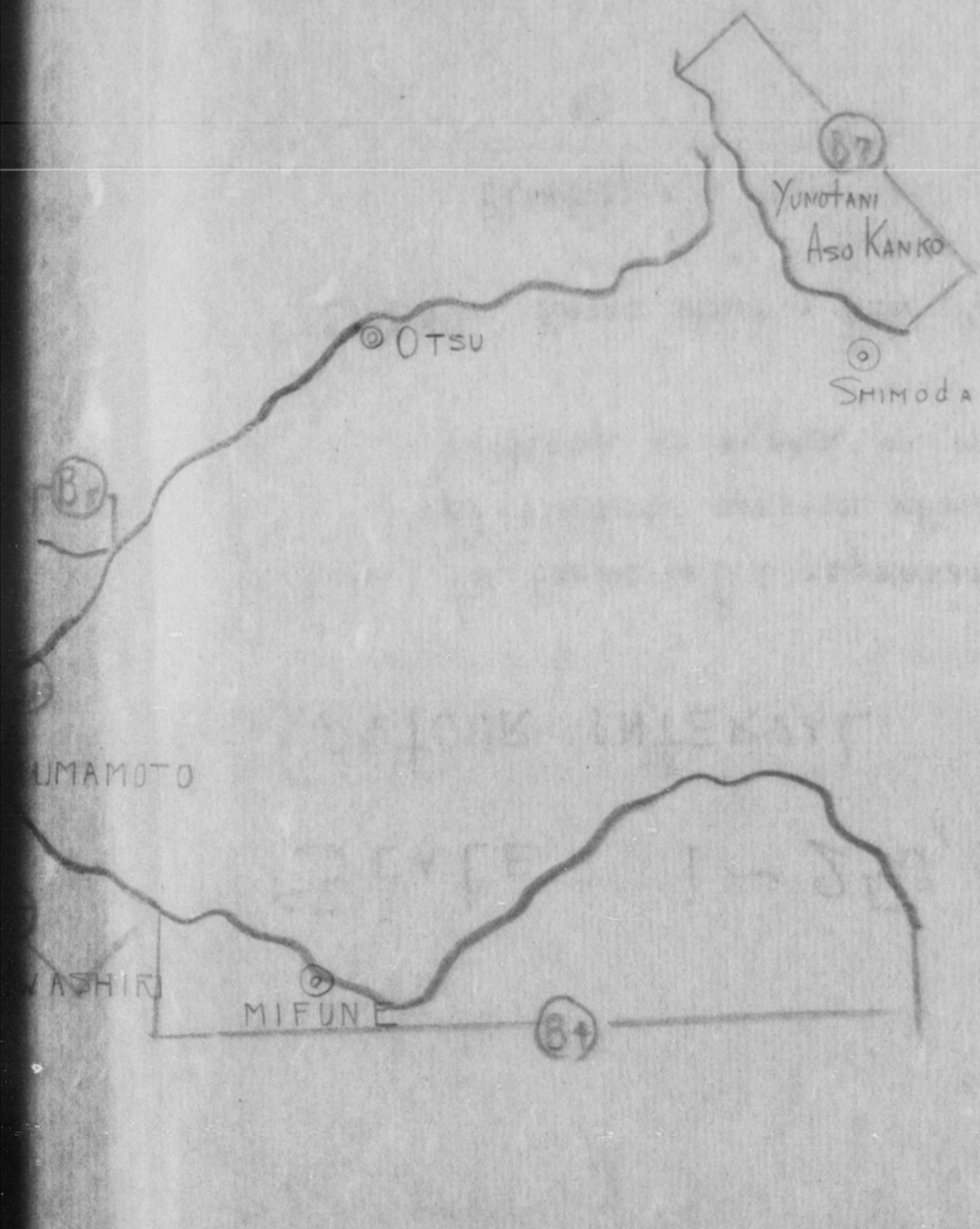

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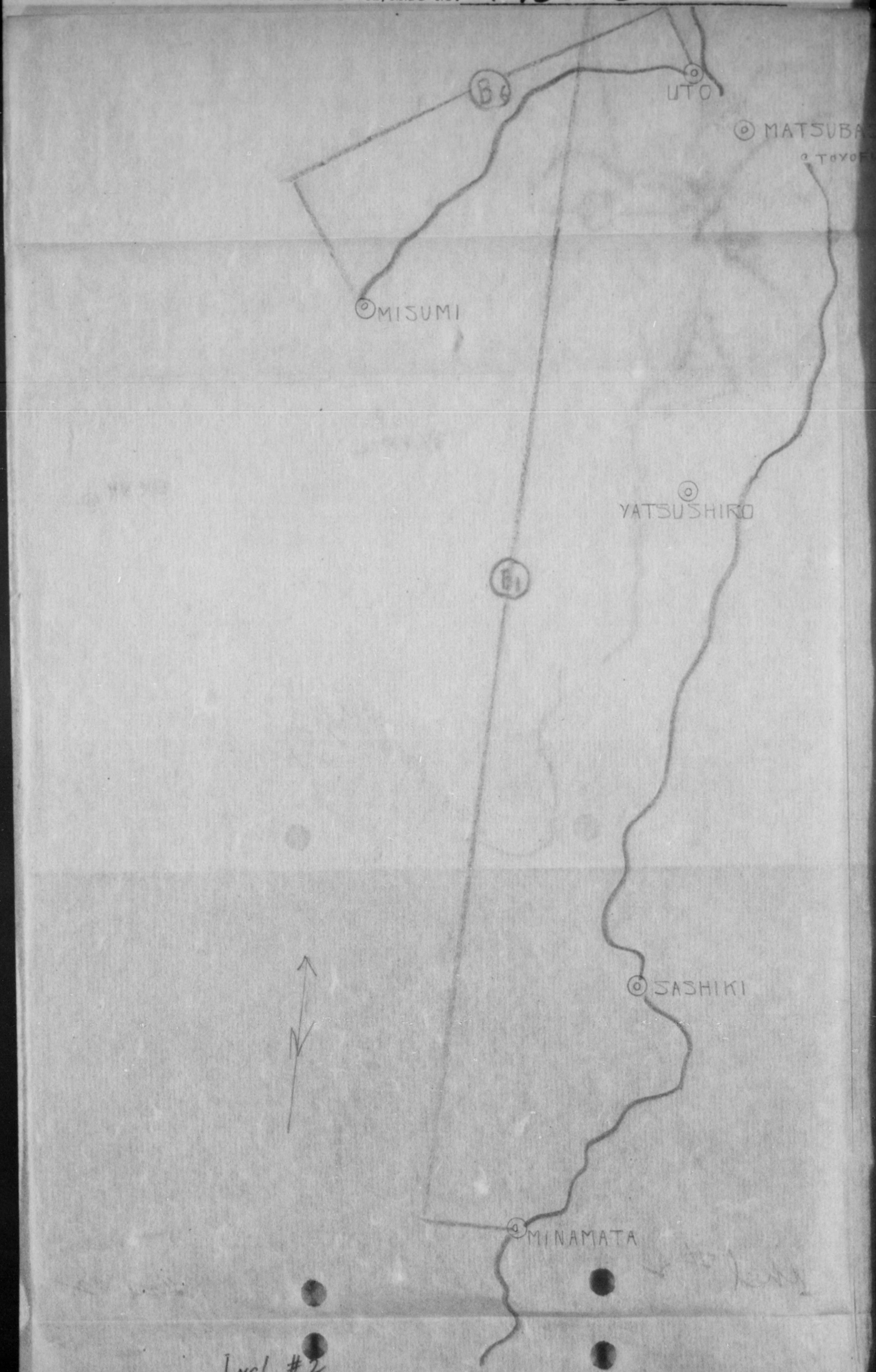


Incl. #2

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

MATSUBASE
TOYOFUKU

ROADS INDICATED BY LETTER "B"
ARE THOSE WHOSE REPAIR AND
MAINTENANCE WAS NOT DIRECTED
BY OCCUPATIONAL FORCES.

SCALE 1~250,000
CONTOUR INTERVAL 100 METERS

NOTE: THE BREAKS IN B 1 REPRESENT THE STRETCHES
OF CONCRETE SURFACE WHICH REQUIRE VERY
LITTLE OR NO REPAIR OR MAINTENANCE.

LEGEND: ROADS SHOWN IN RED HAVE GRAVEL SURFACE
" " " BLACK " ASPHALT SURFACE
BLANK SPACES REPRESENT CONCRETE SURFACE

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

95TH HEADQUARTERS AND HEADQUARTERS DETACHMENT
MILITARY GOVERNMENT GROUP
Kurume, Kyushu, Japan

AG 611

APO 929
22 May K946

SUBJECT: Repair and Maintenence of Roads
TO M The Governor of Kumamoto Prefecture

1. In compliance with Ltr, AG 611-BA, Headquarters I Corps dated 3 May 1946 and in accordance with Par 5 d, Incl 2 to Operational Directive No. 33

Headquarters Eighth Army, dated 26 March 1946, this directive is issued to the Prefecturan Governor.

2. The Prefectural Governor is directed effect repair and maintenence of the roads indicated on the attached map (heavy black line).

3. This work is to commediately and will continus indefinitely unless otherwise directed.

4. The Japanese Government is to furnish all materials, and labor will be supplied by thim in accordance with Par 4, Part IV, Vol 1, SCAP Directive No. 2 to the Imperial Japanese Government issued 3 September 1945.

5. This work will be inspected periodocally by U.S.Army Division Engineers to insure it is being performed in a satisfactory manner

6. In the near future, there will be an instructional conference called by the 1113th Engineer Construction Group to which you will be directed to send represantative, preferably a prefectural engineer. It is contemplated that this conference will be conducted in Kurume at a time and place to be designated by the 1113th Engineer Construction Group. You will be notified of the time and place of the conference.

7. Copoes of this correspondence have been sent to the 1113th Engineer Construction Group and to the 93rd Military Government Company

FOR THE COMMANDING OFFICER:

WILLIAM J. TODD
2nd Lt., Infantry
Adjustant

3 Incls:
1. Map (indicating roads to be repaired and maintained)

2. Extract of Par 5d, Incl 2, OD-330 Hqrs Eight Army, dated 26 Mar 46.

3. Extract of Par 4, Part IV, Vol. 1, SCAP Directive No. 2 to Imperial Japanese Govt issued 3 Sep 46.

incl #4

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

HEADQUARTERS EIGHTH ARMY
Unided States Army
Office of the Commanding general.
APO 343

AG 611 (LE)

Subject : Maintenance ofRoade to U. A. Army hotels.

To : The Central Liaison Office, Tokyo.

1. The Imprial japanese government is directed to place into aperation a program for the continuons maintenonce of main roads leading to hotels aperated by the Special Service Saction, headquathers, Eighth Army.

2. The following general instructions will be followed in each case:

a. Road to be maintained: The main route leading from each jotel to the railroad station at which its which its guests normally arrive, together with roads leading from each hotel to points of major importance totheoperation of the hotel, such as nearby lakes or athletic facilies.

b. Limitaion: This letter will apply only to existing roads wnose maintenance is not already covered by existing procurement demands and whose use by the Occupation Forces is secondary to use by the Japanese people.

c. Materials: Only that work necessary to maintain the exsting road in good condition for the passage of trucks, busses, and other vehicles operated by or for each hotel, is directed by this letter. Such work as relocating roads, surfacing roads with concrete, asphalt, or paving blocks, widening roads, construction twrn-outs,bridges, and retaining worlls, will not be construed as being directed by this letter.

d. Materials: All materials, equipment, and labor for performing the required maintenamce will be furnished by the japanese government.

e. Roads: A representative of the lmperial Japanese Government will contact the Engineer Section, headquarters, Eighth Army, within three weeks of date of this letter, for a list of the roads to be included in the program.

3. The Central Liaison Office, Tokyo, will and a receipt for this letter to: Commanding General, Eighth Army, APO 343 (Attention: Engineer)
bt Command of Deutenant General Elchelberger:

Otls N. L. Cknan
Capt A.G.D.
Asst Adjutant general

Received: 10 Mar 4,30 p.m.
Shukan: AG
Copy : D of Ga, AAl, p, Eul cl,

incl #5

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

COPY

KUMAMOTO LIAISON OFFICE

To: Commanding Officer, Kumamoto Military Government Team.

Subject: Maintenance and Improvement of Highways.

Kmt.L.O. No. 459 February 20, 1947

1. This office has been requested by the chief of Road Section of Kumamoto Pfefectural Government to apply to you for assistance in acquiring subsidy which will be defrayed out of the Japanese Government budget, for highway improvement program.

2. Government authorities of this Prefecture earnestly intend to keep up its highways in such conditions as to prevent any occurrence of traffic hazards attributable to inefficiency of maintenance and improvement works.

3. In allocating subsidy funds for the works on roads connected with the Occupation Force use, the State Government requires the definite proof that the works are necessary from point of view of the Army. (Translation of the letter of Home Ministry on the subject matter dated 14 January 1947 is attached for your information.)

4. Therefore, the Prefectural Government is desirous of obtaining your memorandum calling for the execution of maintenance and improvement works on roads mentioned in the attached letter.

5. Your favorable consideration to this matter will be highly appreciated.

Masao Yagi (M. Y.)

(Signed)

Masao Yagi
Director,
Kumamoto Liaison Office.

incl #6

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

(Translation)

HOME MINSTRY

No. 2 14 January, 1947

From: Chief of State Land Bureau.

To : Prefectural Governors.

Subject: Highway Works Subsidized by State.

1. Make arrangements as stated in the following paragraphs concerning the subject matter, and submit the required papers to this office by designated date.

2. As for the roads works intended for promoting civilian production, this office has surveyed the plans submitted in compliance with the letter of this office dated 18 September 1946. As a certain period has elapsed since the survey, and there may be change in situation, you will investigate your plans, select the roads which are essential to increased production. Submit your papers by 10 Februay.

The following papers are required:

a) General plan of projected subsidized works. (Attach sectional maps.)

b) Paper on requirements for labor and materials.

c) Forms on application for approval will be filled and submitted as to new projects or alterations.

Show gradings in the paper on general plan as to types of industry and projects.

3. As to special maintenance and improvement works, there may be requests in addtion to the completed Fifth Projects.

Although the demands for special maintenance and improvement are on the increase, the national funds to be appropriated for subsidy are limited.

You screen the requirements and submit, by the end of February, really essential works which are requested by Occupation Forces.

In view of the nature of this type of the work, you will report in detail such date (date of the directive, name of the Army officer concerned etc.) which explain the essentiality of the projects.

incl # 6

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

HEADQUATRS RFH/rf

KUMAMOTO MILITARY GOVERNMENT TEAM
KUMAMOTO, KYUSHU, JAPAN

APO 929
24 February 1947

SUBJECT : Maintenance and Improvement of Highways.

TO : Prefectural Governor
Attention: Road Chief - Kumamoto Prefecture.

1. Upon receipt of your letter of 20 February 1947. the reads menticned in Paragraph 3 have been checked and we are in agreement that the roads mentioned be put into first coass condition as fast as possible.

2. These roads are of a necessity to the Occupation Forces toexpedite the movement of troops and materials within Kumamoto Prefecture and to outlying areas of adjoining kens.

3. It has been noted that these same roads, although repairs have been made to a certain extent, can still be improved further with grants from the prefecture to allevistw and traffic troubles or problems attributable to poor road conditions.

4. It is desired by Military Government and the Occupation Forces that these roads be put into first class condition as fast as time, weather and finances permit.

Robert F. Hartman
Major, CMP
Exective Officer.

incl #7

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Date : July , 1947.
From : Headquarters of Kumamoto Military Government.
To : Governor of Kumamoto-Ken.
SUBJECT: Regarding themaintainance and improvement of the road to Aso Kanko Hotel and the main road between Kumamoto and Fukuoka.

1. It is appreciated that substantial efforts were made in 1946 for maintaining and improving the road prescribed in the Order AG611-A.P.O.929 based on the 1st Corps' notification AG611 BA dated May 30th, 1946. (The road from Kumamoto via Yamaga-machi to the perfectural boundary between Fukuoka-Ken). But owing to insufficiency of maintainance in 1947 after the improvement, the road is being destroyed gradually. It ishoped therefore, that mantainance and improvement of the road will be continued fully astisfactorily.

2. The tramroads of the city tram (from Suizenji to Kumamoto railway station and From Kokaibashi to Kumamoto railway station) are in such a status that the road surfaces are Insatisfactory for thorough traffic. Immediatsrepair is therefore desired.

3. The road from Kumamoto City Aso Kanko Hotel has been improved to someextent, but is not yet satisfactory. It shall be repaired immediately. Especially the sections from Kumamoto City to Tatsuda-guchi railway station, in Hazamizu district, in Ozu-machi district andinthe vicinity of Yateno are dangerous for traffic.
Especially immediate commencement of repairing in these sections is desired.

Robert F. Hartman
Major, CMP
Executive Officer.

incl #8

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

NAGASAKI MILITARY GOVERNMENT TEAM
Nagasaki, Kyushu, Japan

JCG/hi

APO 24 Unit 3
8 October 1947

SUBJECT: Road Repair; Nagasaki Prefecture

THRU : Commanding Officer
Kyushu Mil Govt Region
Hq & Hq Det., APO 929

TO : Commanding General
Hq I Corps
APO 301

In compliance with TWX, KSMGR, Cite GE 653, dtd 2 October 47, subject as above, attached hereto subject report.

FOR THE COMMANDING OFFICER:

IRVIN W ROGERS
Captain TC
Adjutant

4 Incls:
2 Unit

1. A. Roads Japanese directed to repair and maintain w/overlays, type and mileage (trip)

2. B. Roads maintained by Japanese, used by Japanese and Occupation Forces w/overlays, type and mileage (trip)

Roads being used by both Japanese & Occupation Forces without designation from Occupation Forces.

Refcrence NO	Location			Type		Mileage
[1]	Sasebo (HaiKi) ~	Nagasaki	Road	Concrete Pavement Asphalt Pavement Gravel road		3.83 Mi 14.08 39.18
[2]	Nagasaki ~	Mogi	Road	Asphalt pavement Gravel road		2.48 2.17
[3]	Sasebo ~	Ainoura	Road	Asphalt pavement Gravel road		2.00 5.28
[4]	Sonogi ~	Ureshino	Road	Gravel	road	4.14
[5]	Chijiwa ~	Unzen	Road	〃		5.74
[6]	Unzen ~	Shimabara	Road	〃		10.89
[7]	HaiKi ~	Saga	Road	〃		4.95

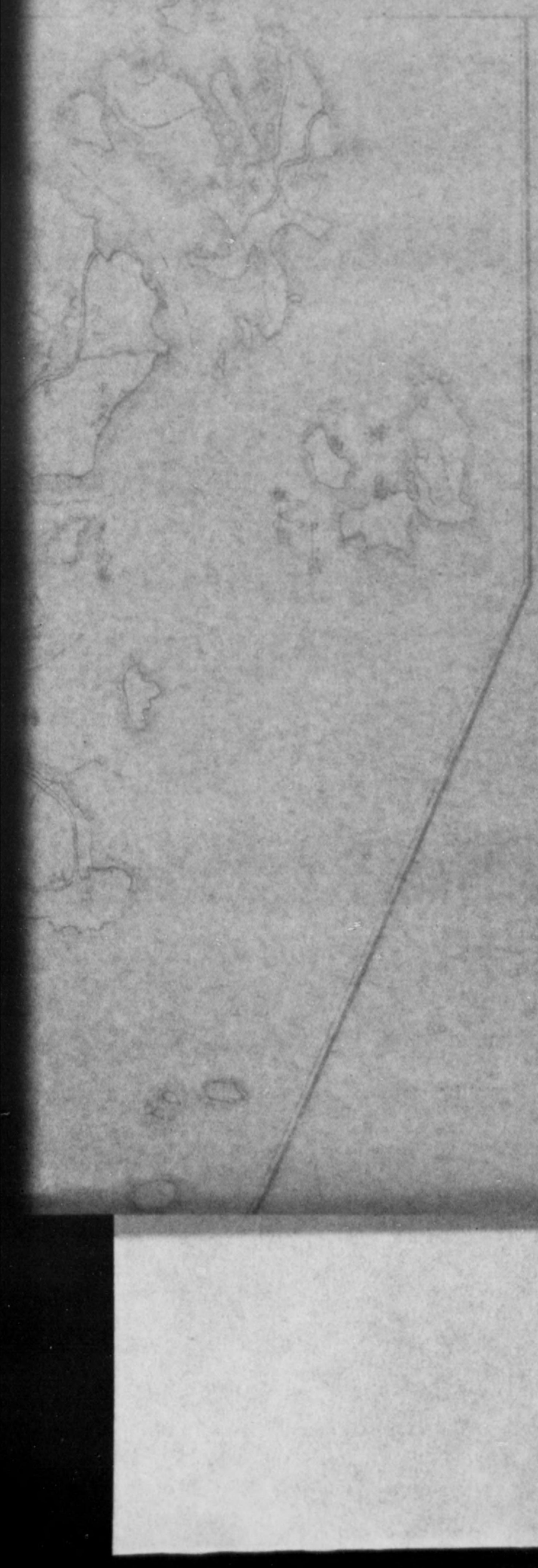
DECLASSIFIED E.O. 12065 SECTION 3-402/NNDC NO. 775013

Encl #2

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

縣系崎長



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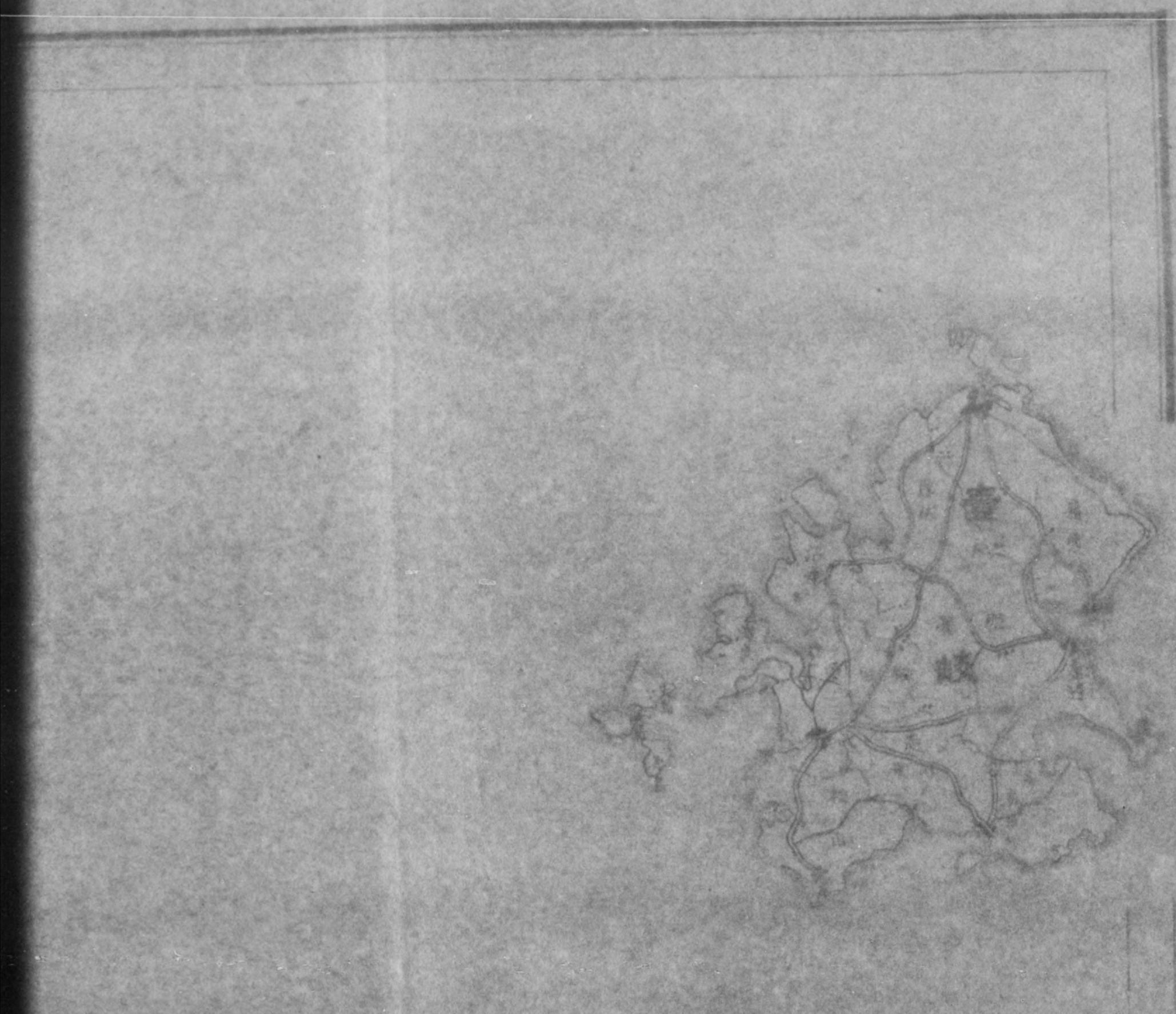

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Map of roads not resignated, but used by both Japanese and Occupation forces

3

Ainoura

Comp Mower

Sasebo

34th C.P.

Saga-Ken

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

ap of roads not resignated, but
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Sasebo

Saga-ken

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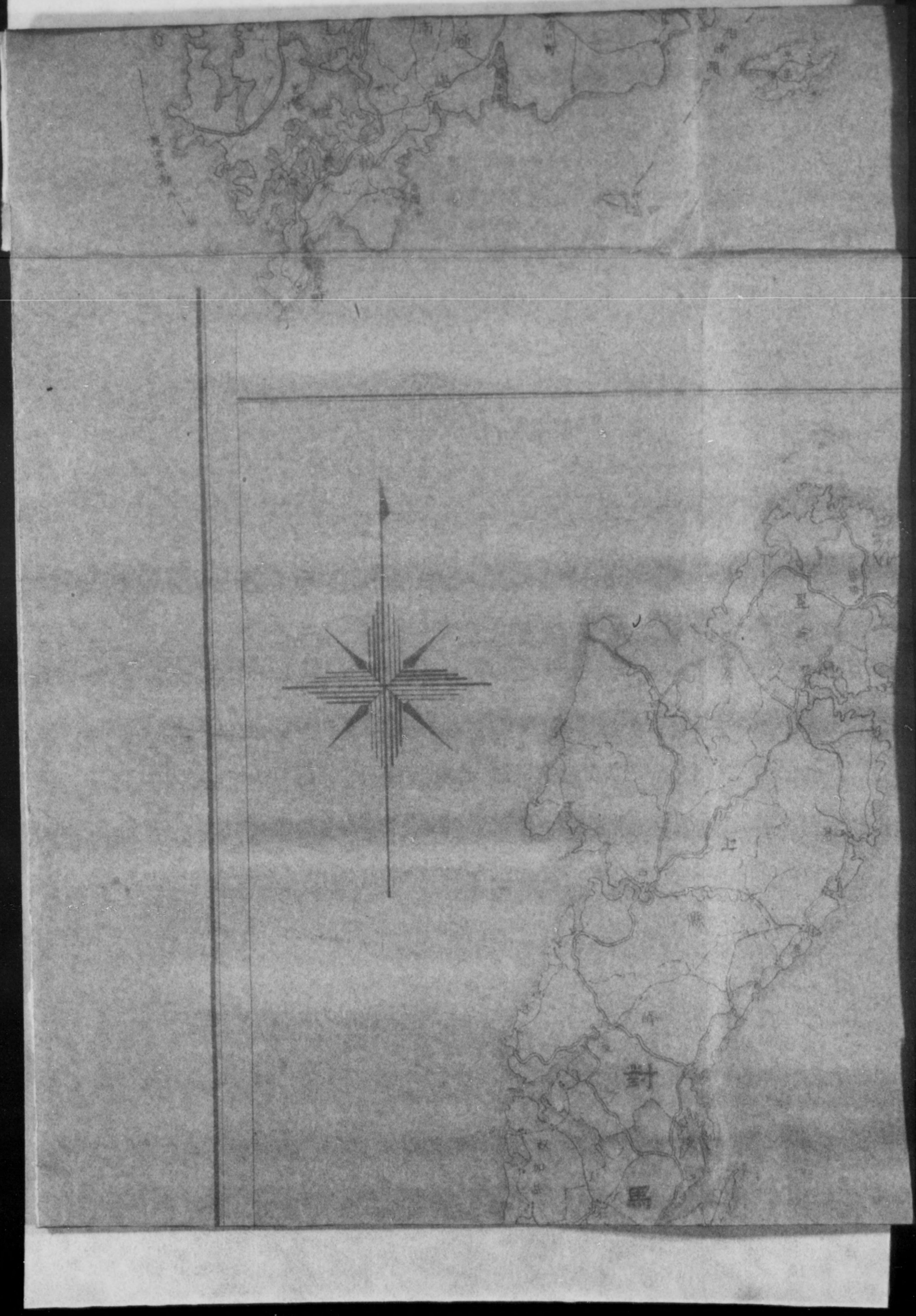

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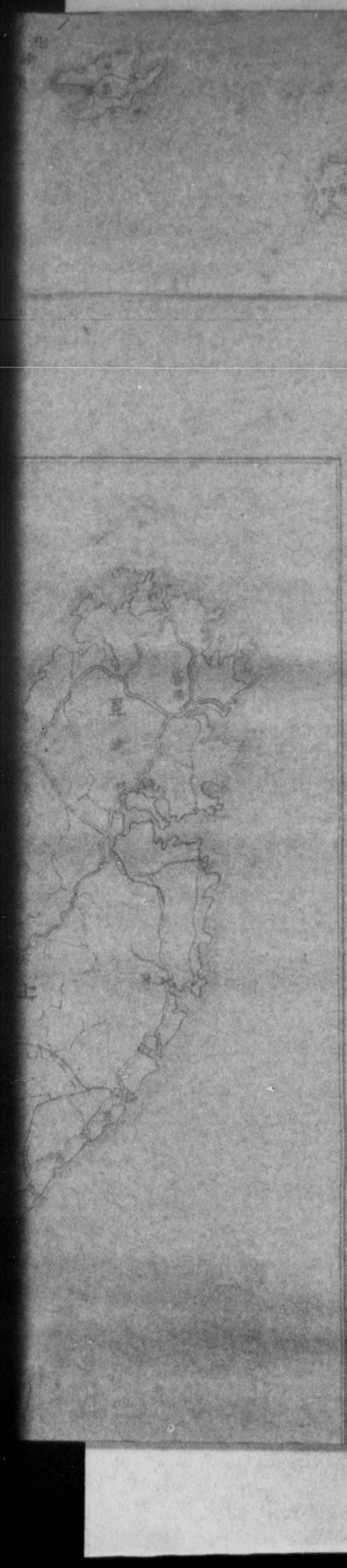

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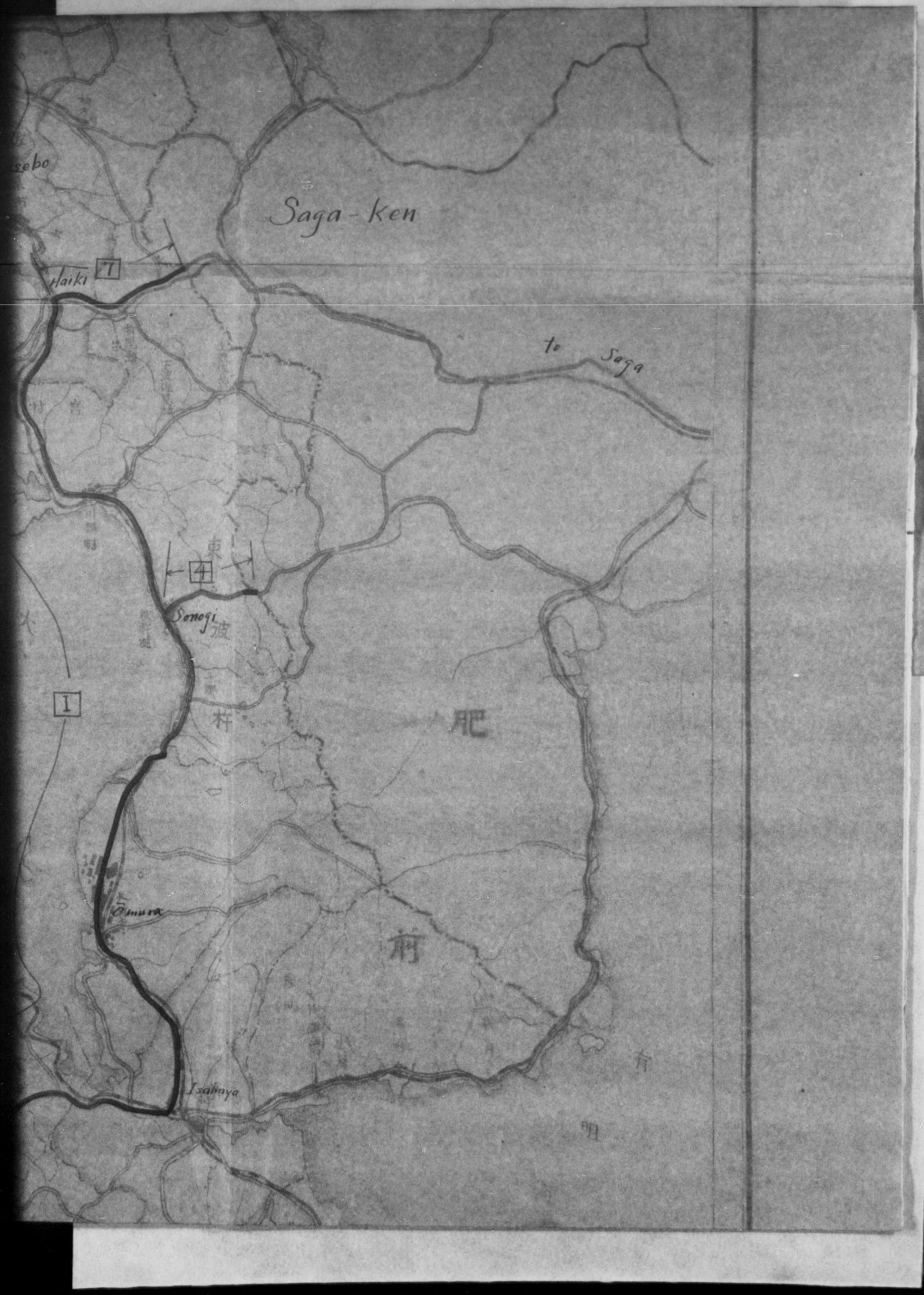

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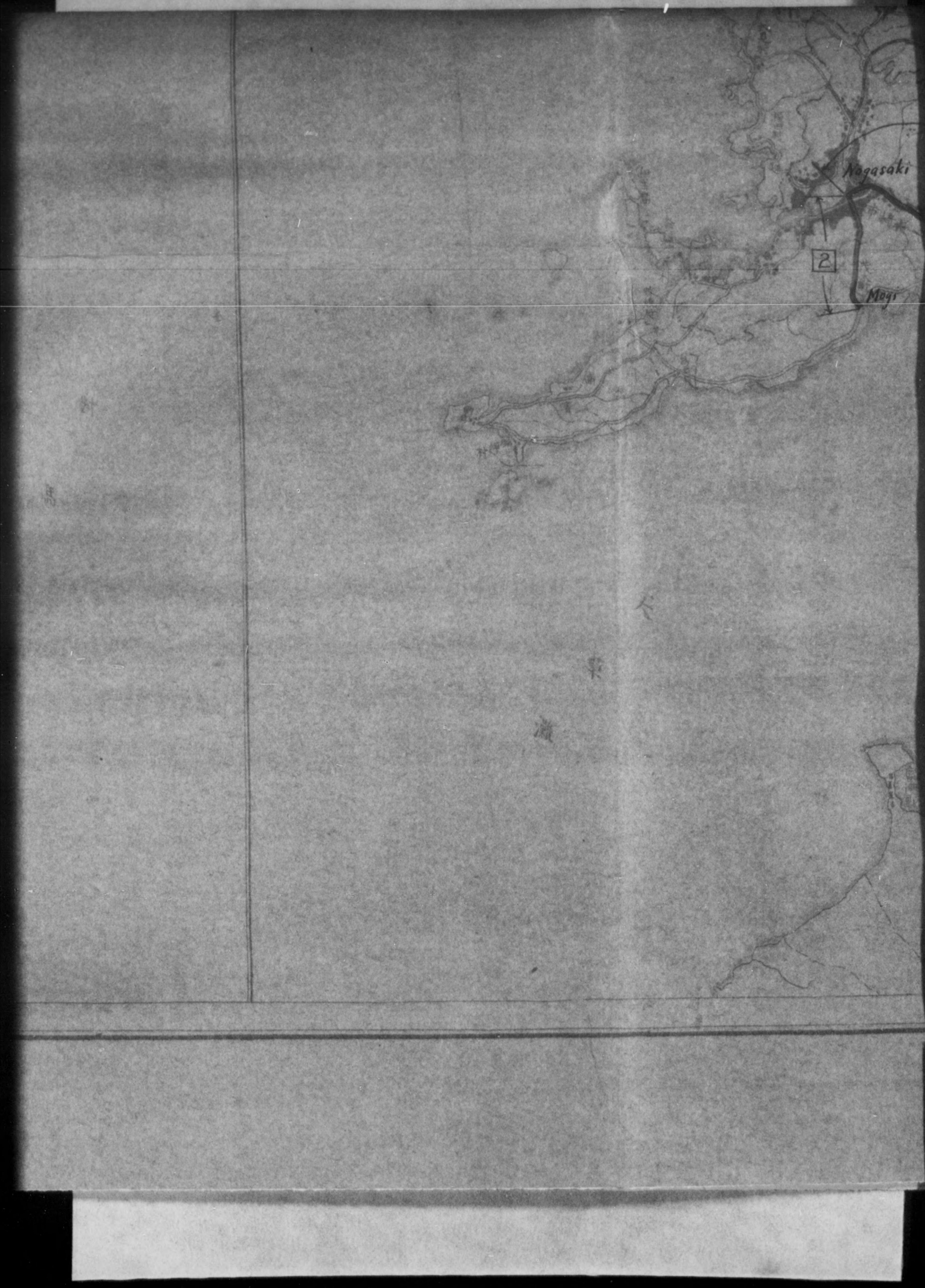

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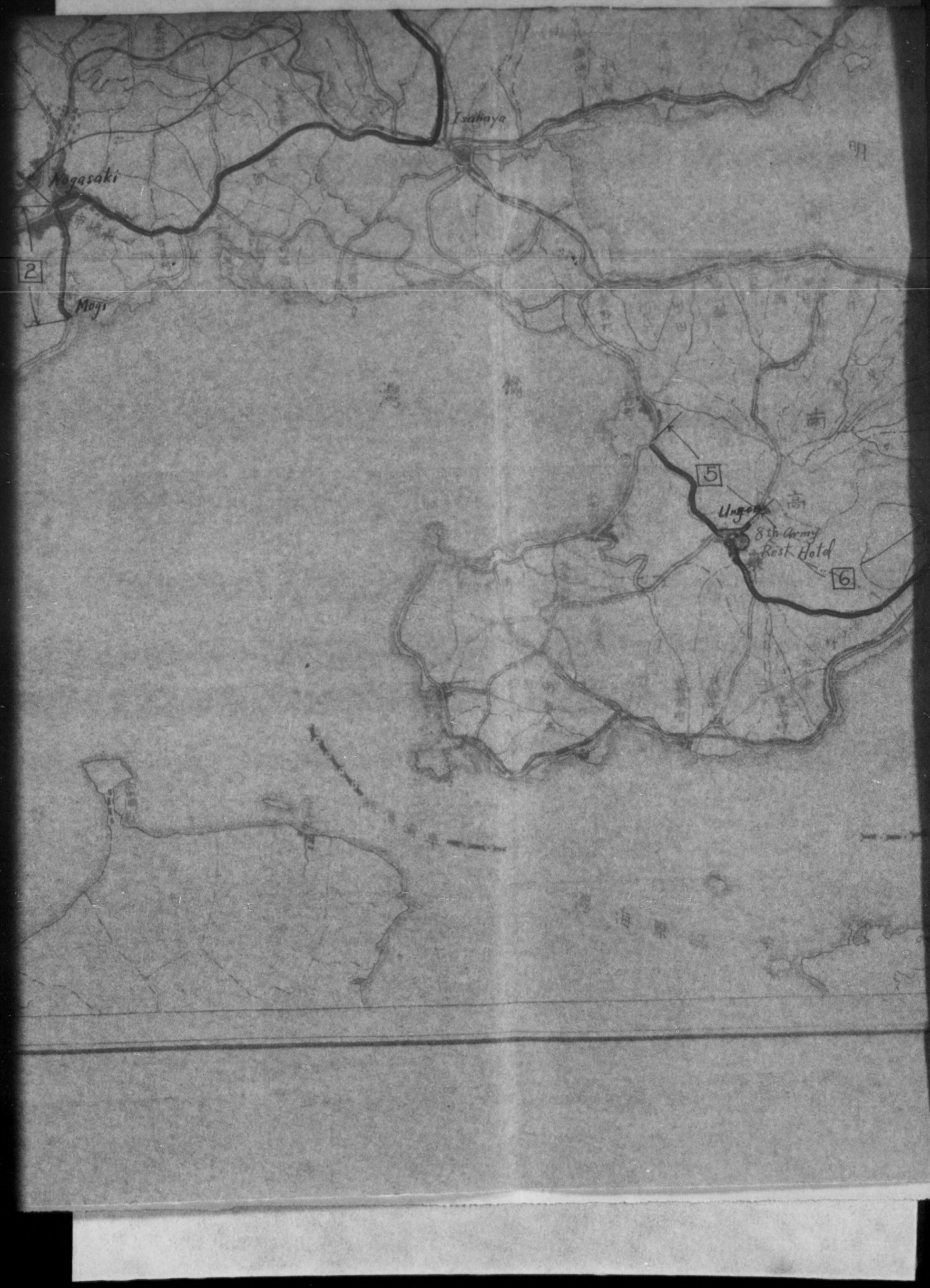

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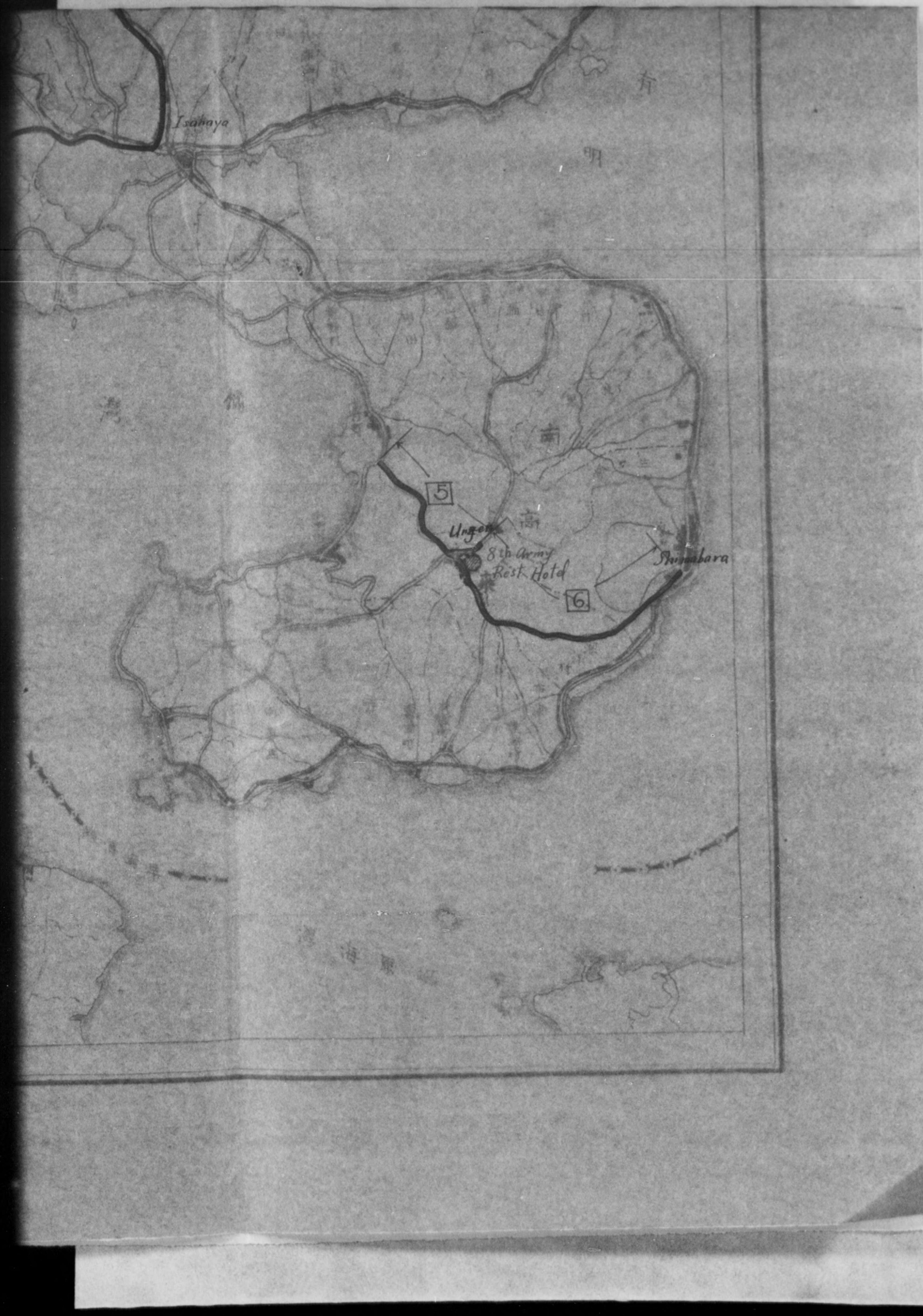

Type & Mileage of the roads designated to repair & maintain

Refcrence NO	Location	Type		Mileage
ⓐ	Sasebo ~ Comp Mower Road	Asphalt Gravel	Pavement road	1.96 Mil 1.95
ⓑ	Sasebo ~ Hario Repatriation Centre	Concrete Asphalt Gravel	Pavement 〃 road	1.61 1.22 7.34
ⓑ	Uragashira Road	Gravel	road	2.06
ⓓ	Nagasaki ~ Nomo-saki Road	〃		13.80
ⓔ	Comp Mower ~ Sasebo Road Via Tunnel & Dockyard	Asphalt Gravel	Pavement road	0.42 2.76
ⓒ	Isahaya ~ Unzen Road	Concrete Gravel	Pavement road	0.93 28.56
ⓕ	Sasebo ~ I-corps Ammunition Dump	Asphalt Gravel	Pavement road	1.17 2.23

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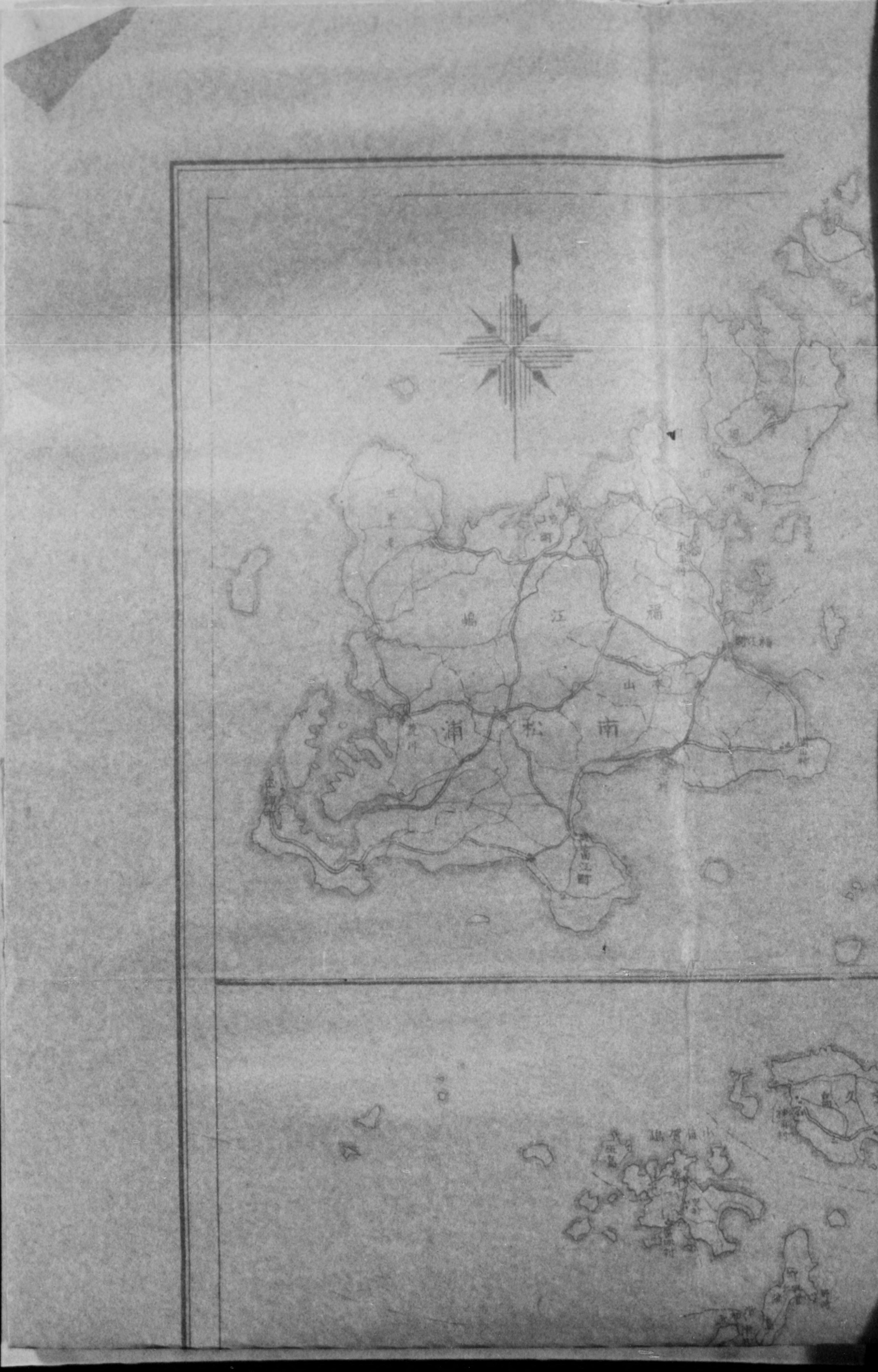

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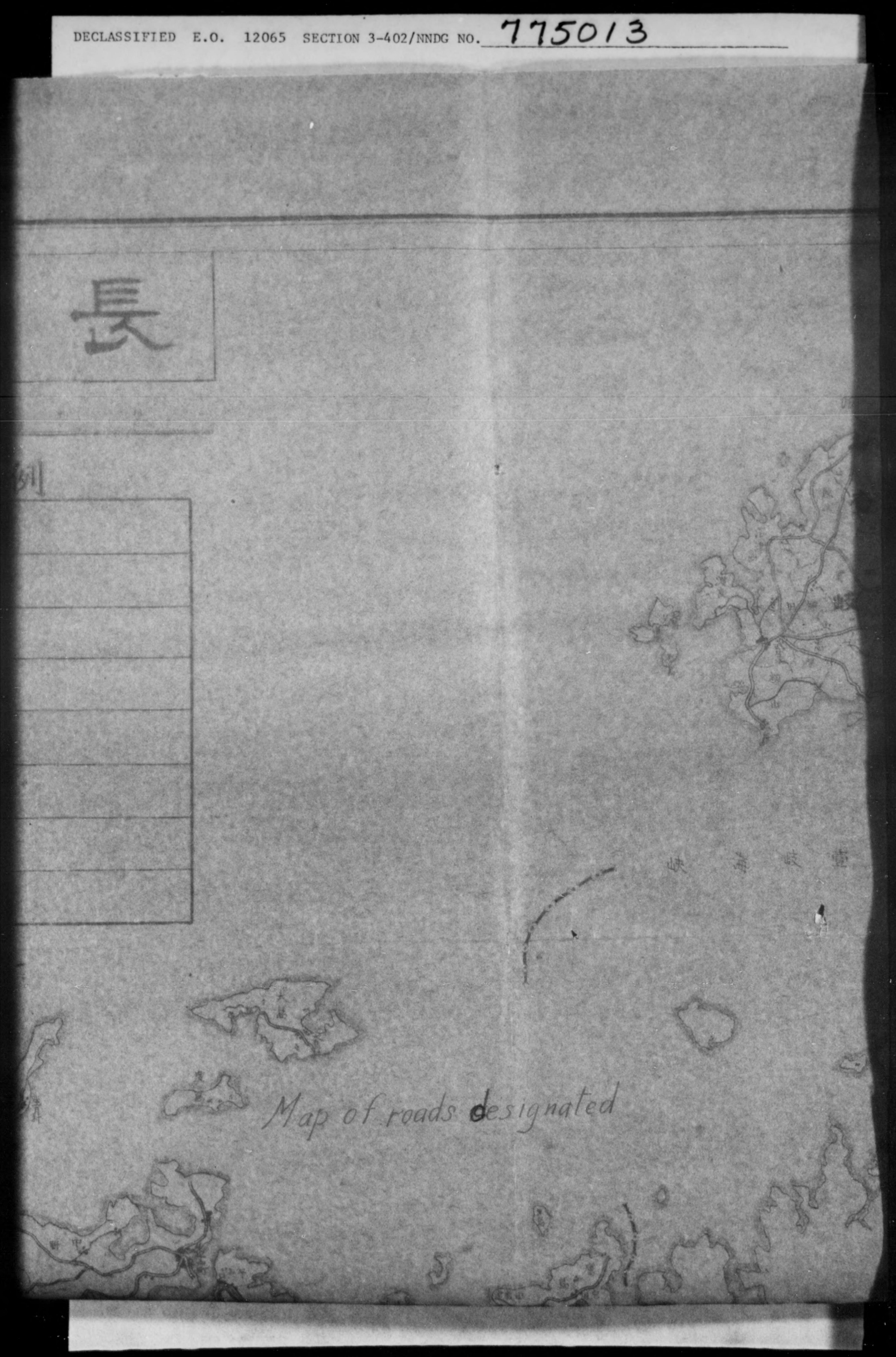
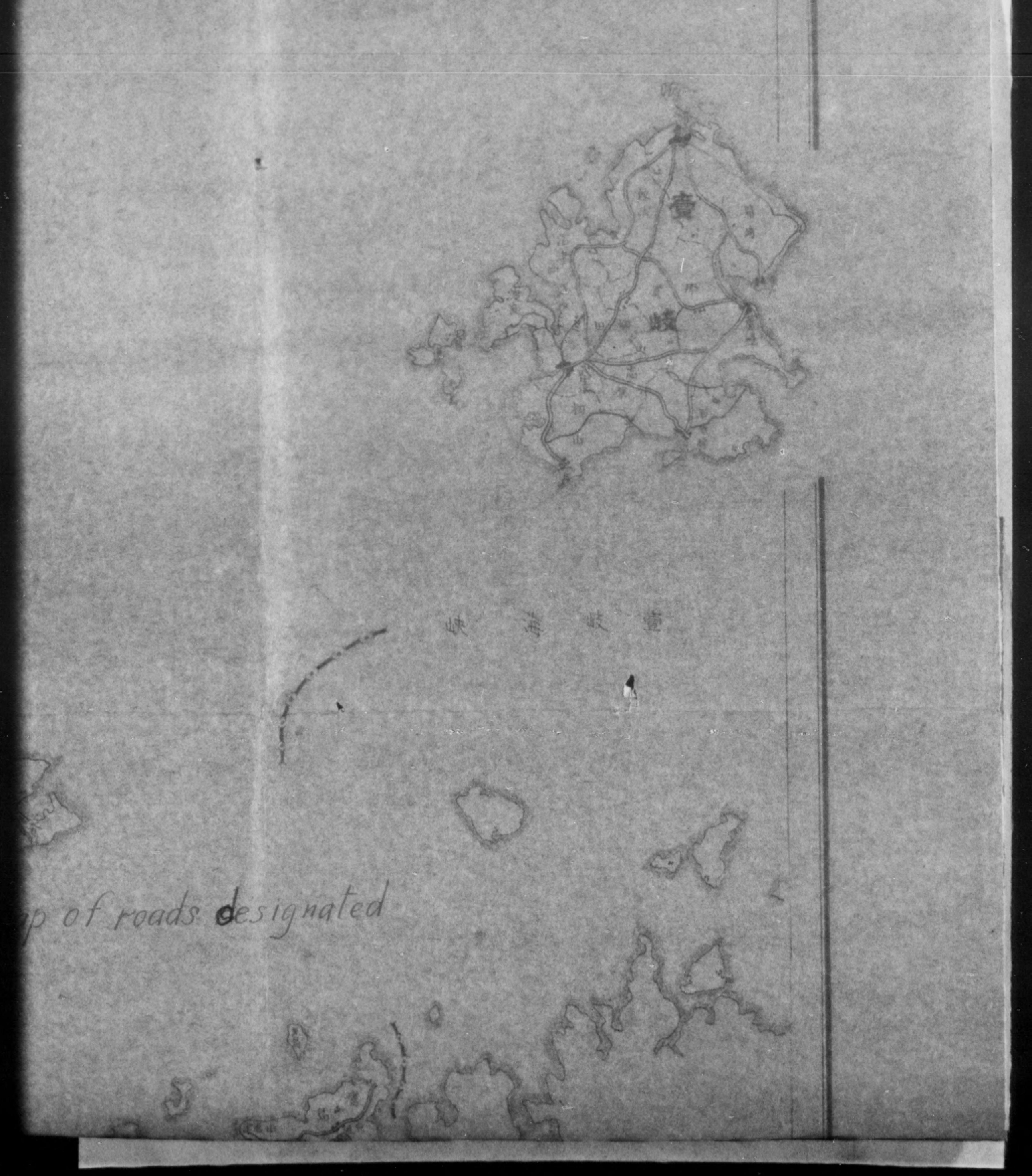


Map of roads designated

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013



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Map of roads designated

Sasebo

Saga-Ken

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

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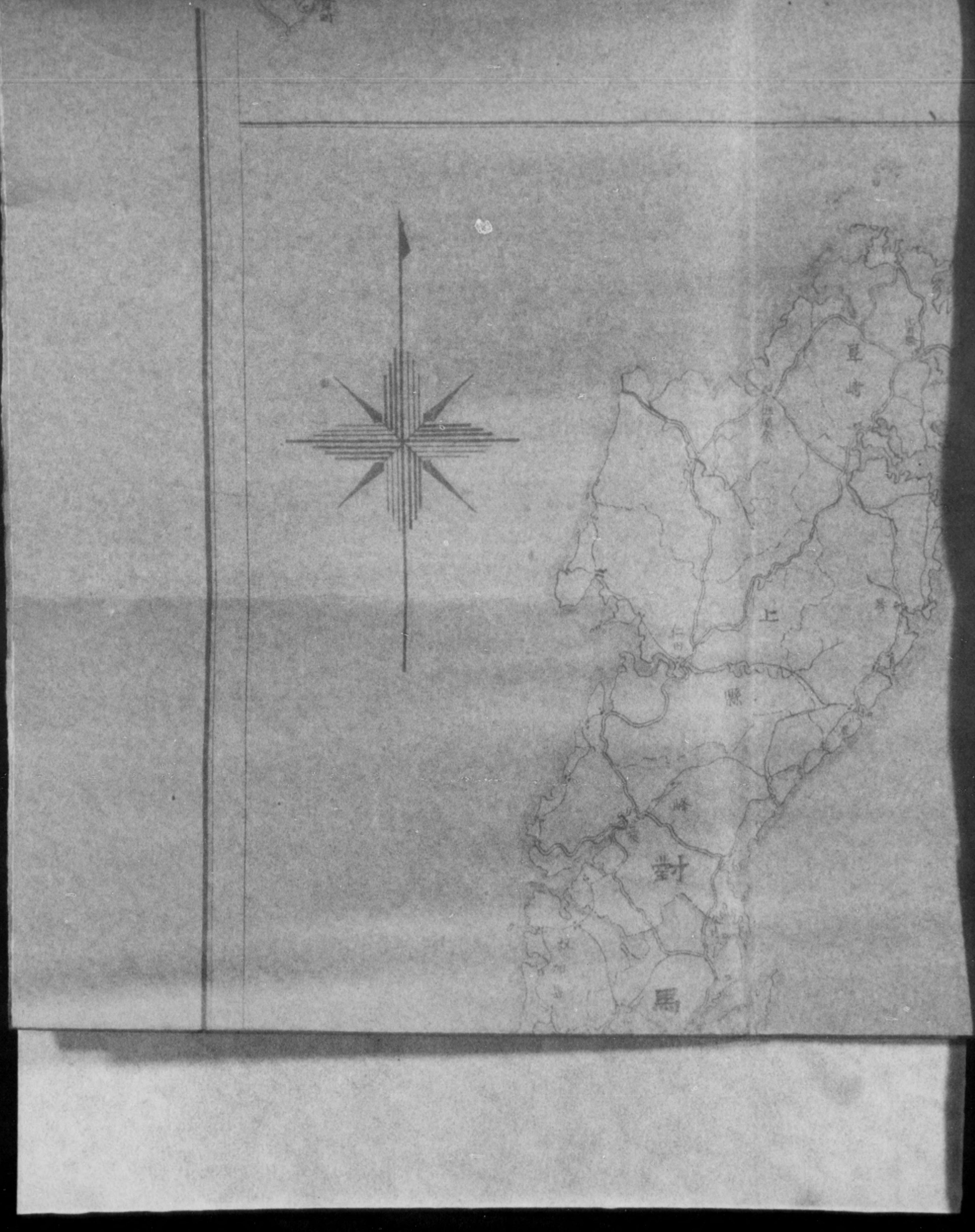

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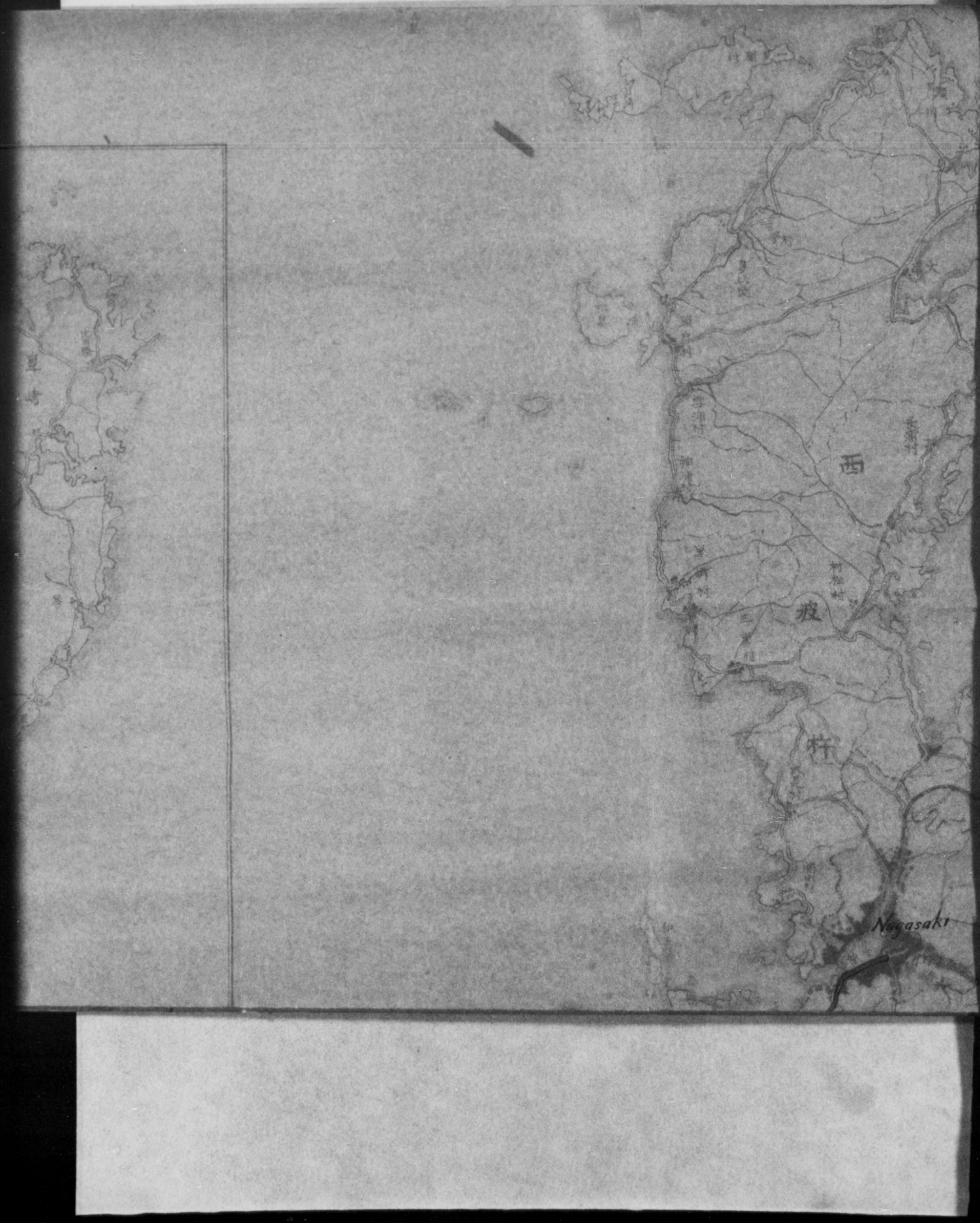

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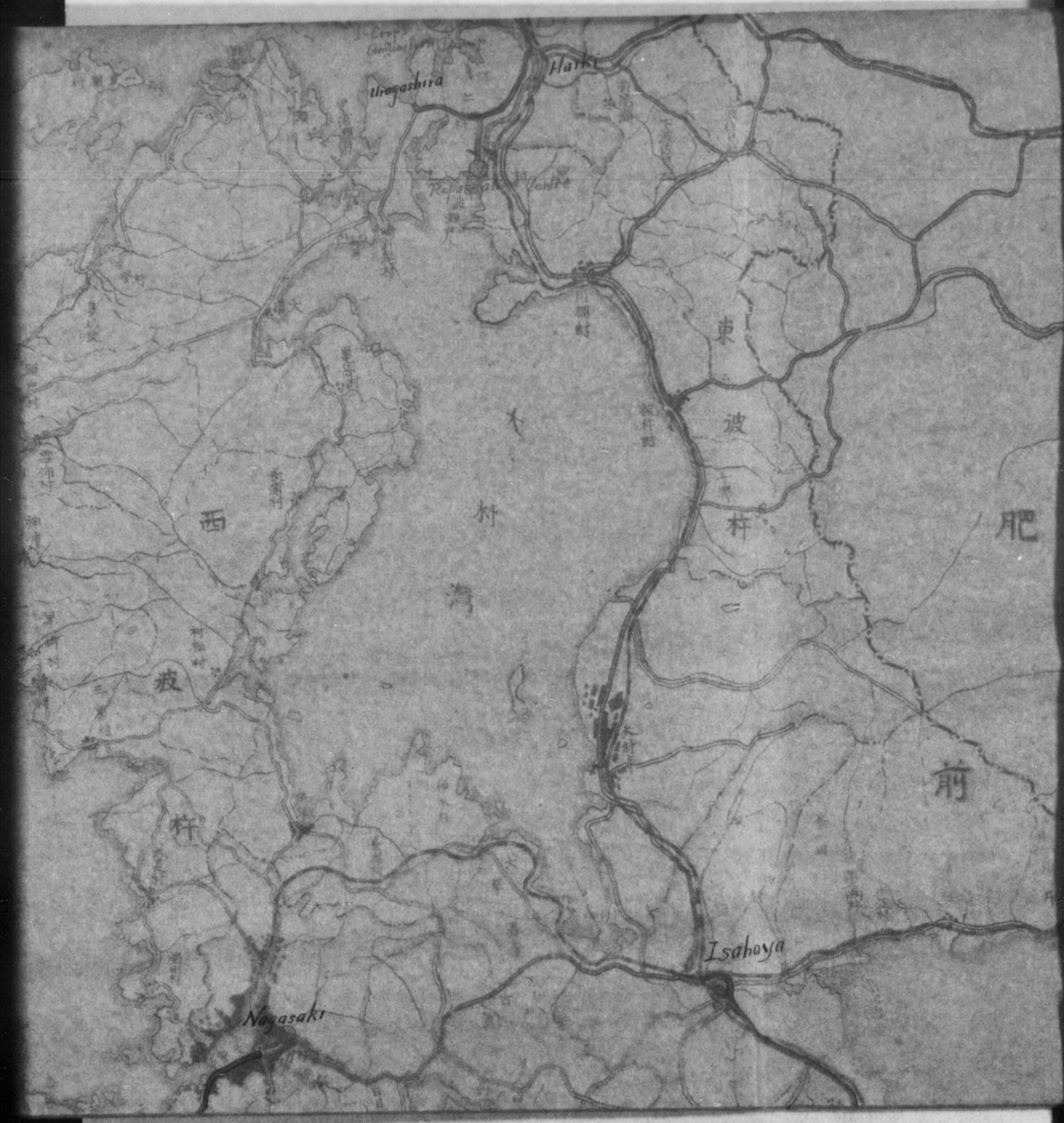

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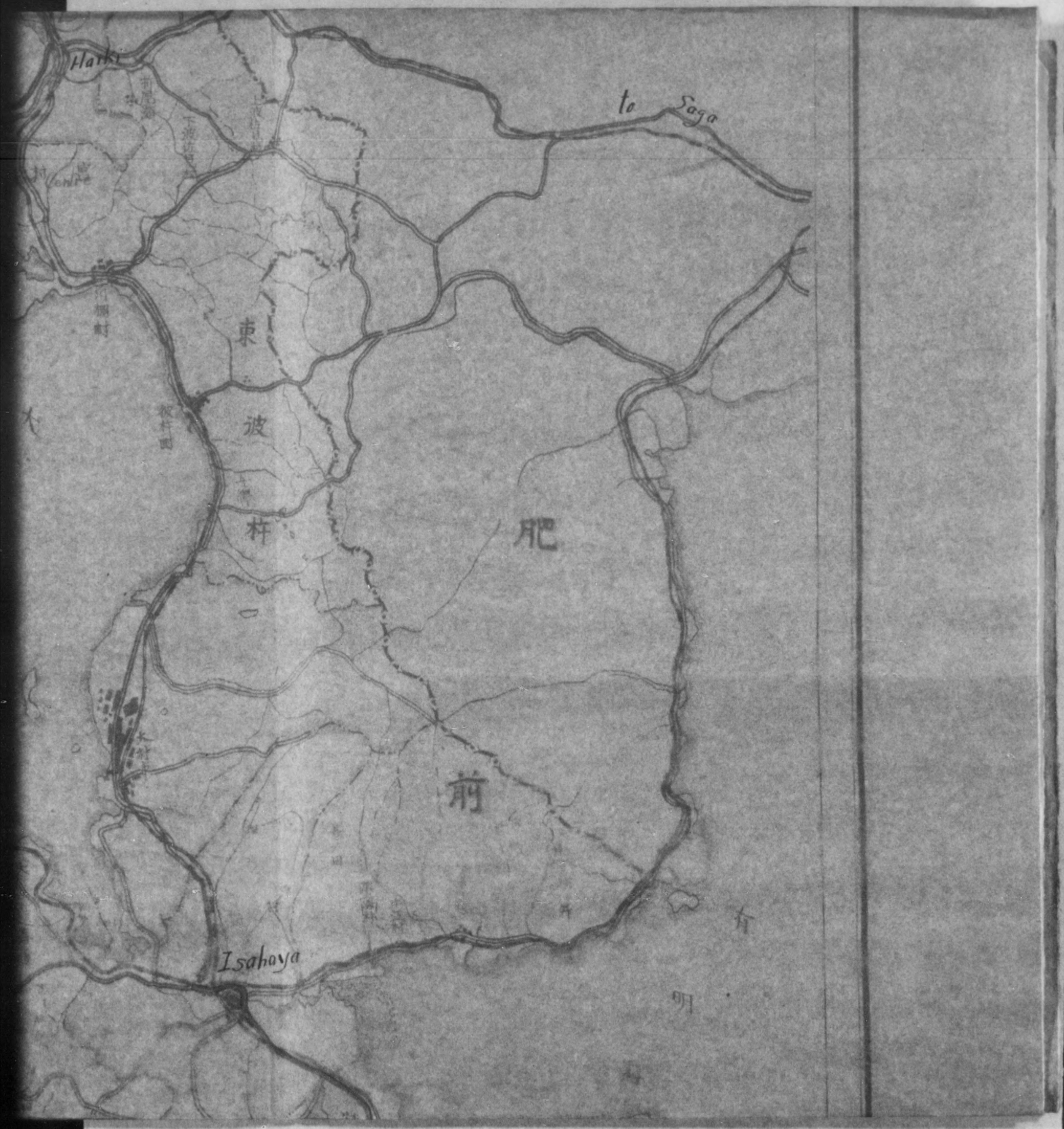

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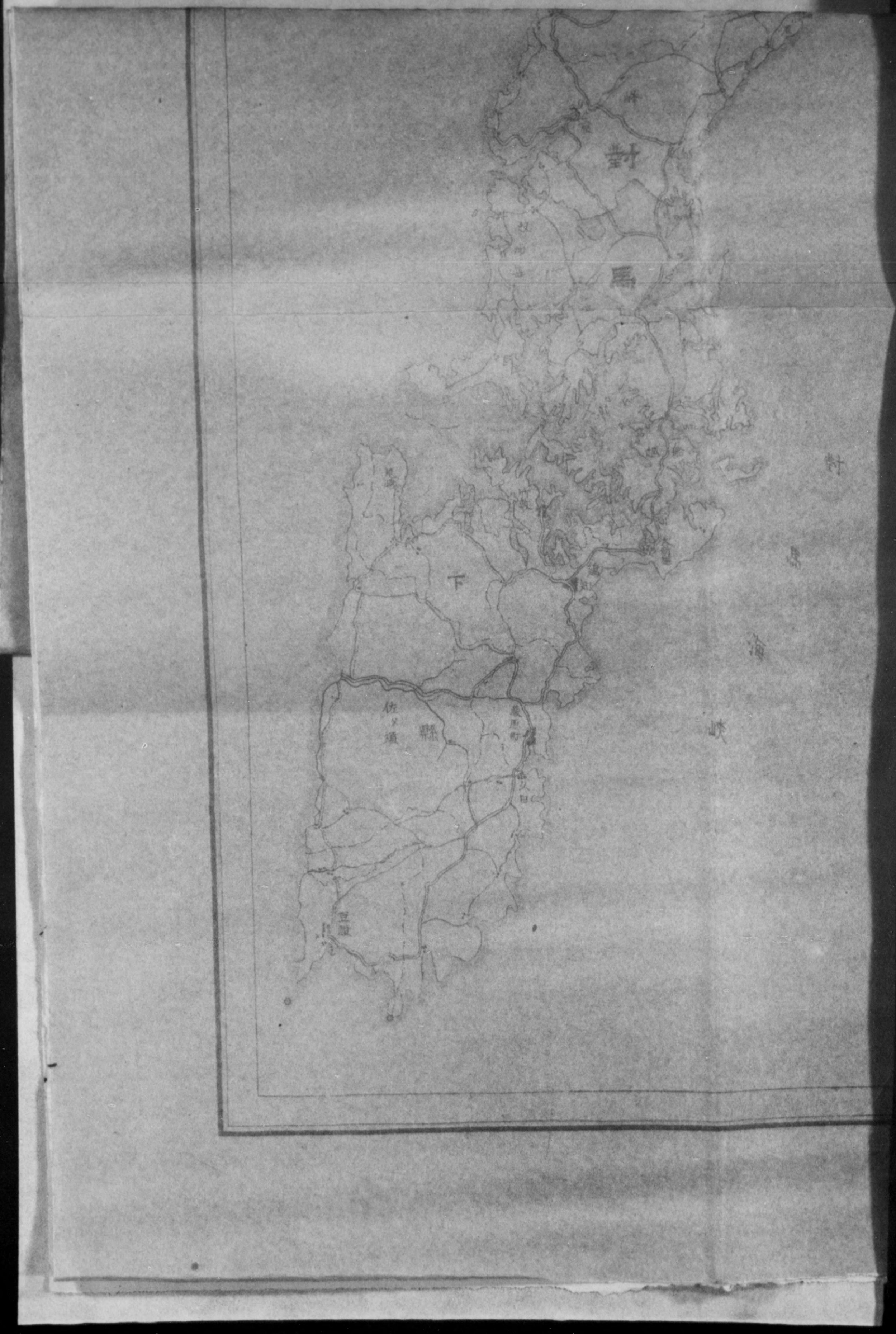

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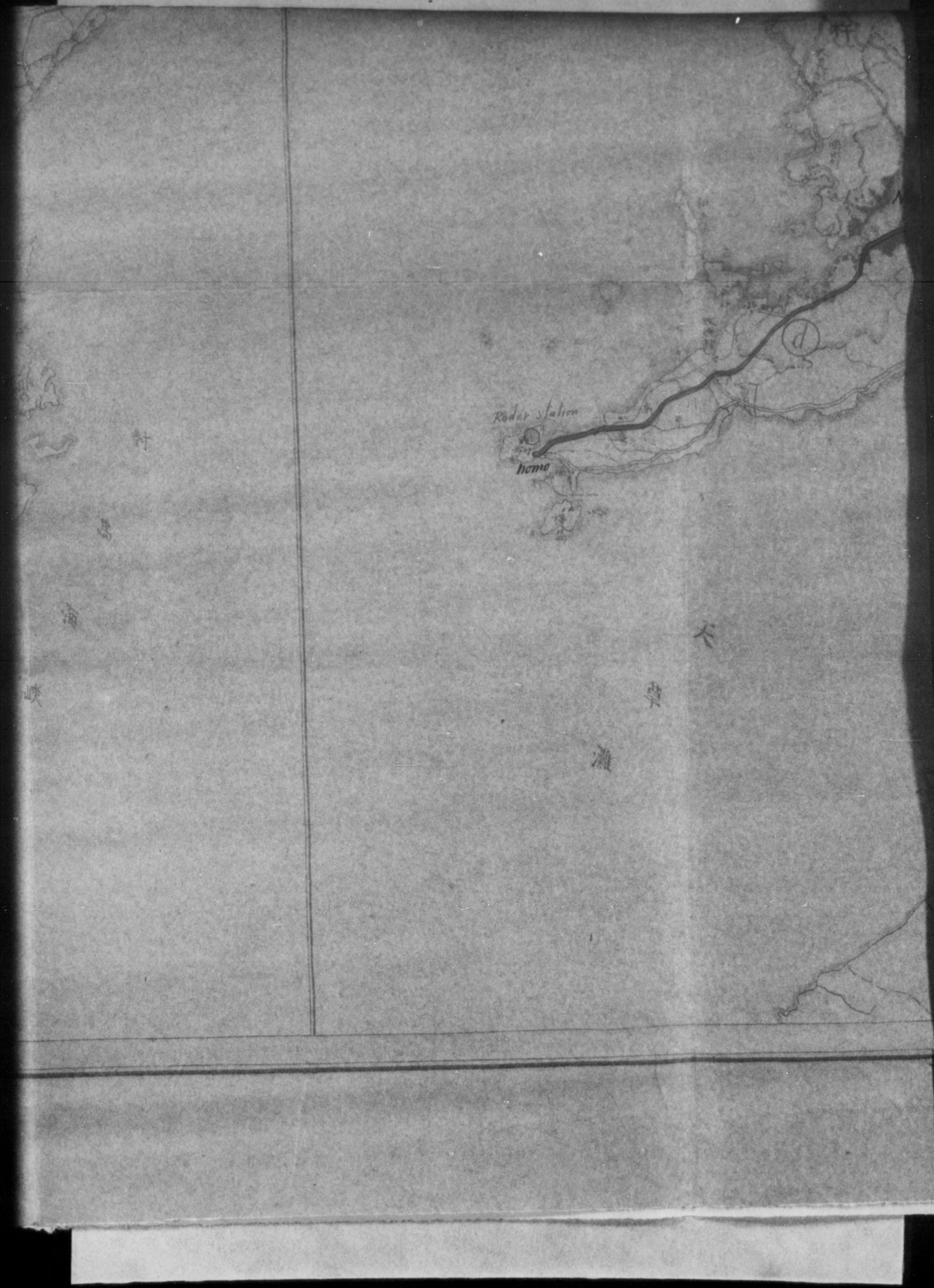

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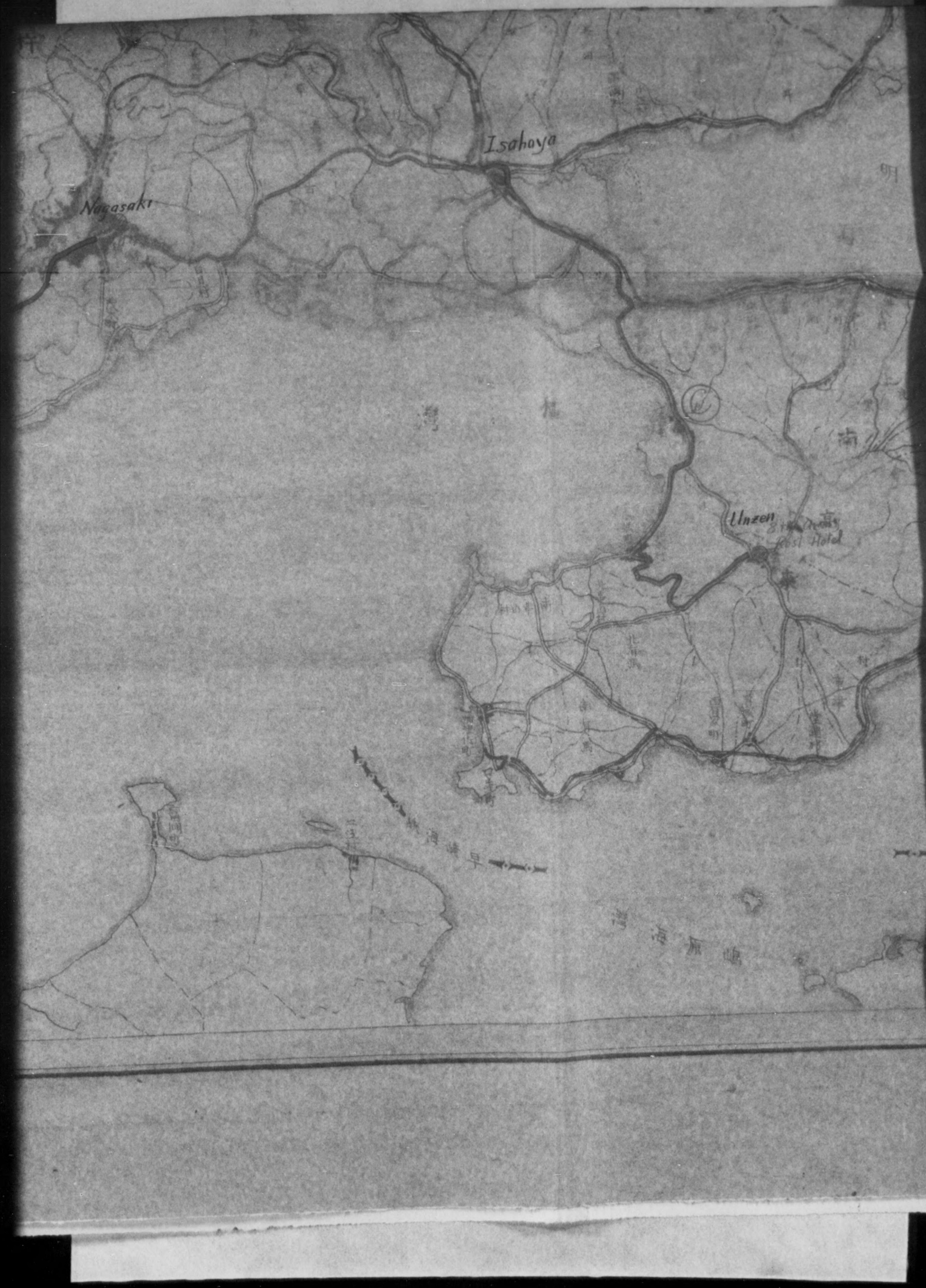

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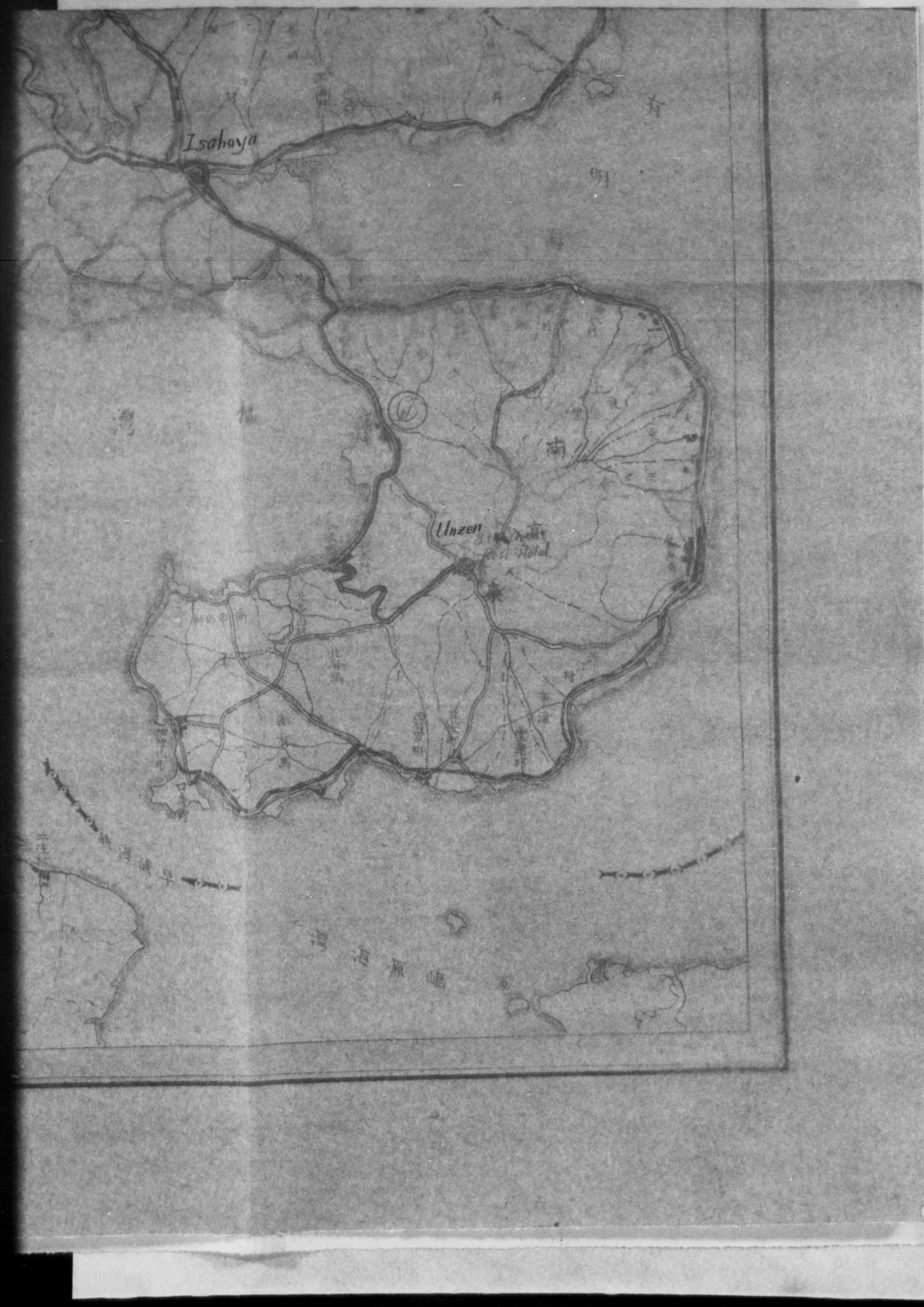

Type & Mileage of the roads designated to repair & maintain

Reference NO	Location	Type		Mileage
ⓐ	Sasebo ~ Comp Mower Road	Asphalt Pavement Gravel road		1.96 Mile 1.95
ⓑ	Sasebo ~ Hario Repatriation Centre	Concrete Pavement Asphalt " Gravel road		1.61 1.22 7.34
ⓒ	Uragashira Road	Gravel road		2.06
ⓓ	Nagasaki ~ Nomo-saki Road	"		13.80
ⓔ	Comp Mower ~ Sasebo Road Via Tunnel & Dockyard	Asphalt Pavement Gravel road		0.42 2.76
ⓒ	Isahaya ~ Unzen Road	Concrete Pavement Gravel road		0.93 28.56
ⓕ	Sasebo ~ I Corps Ammunition Dump	Asphalt Pavement Gravel road		1.17 2.23

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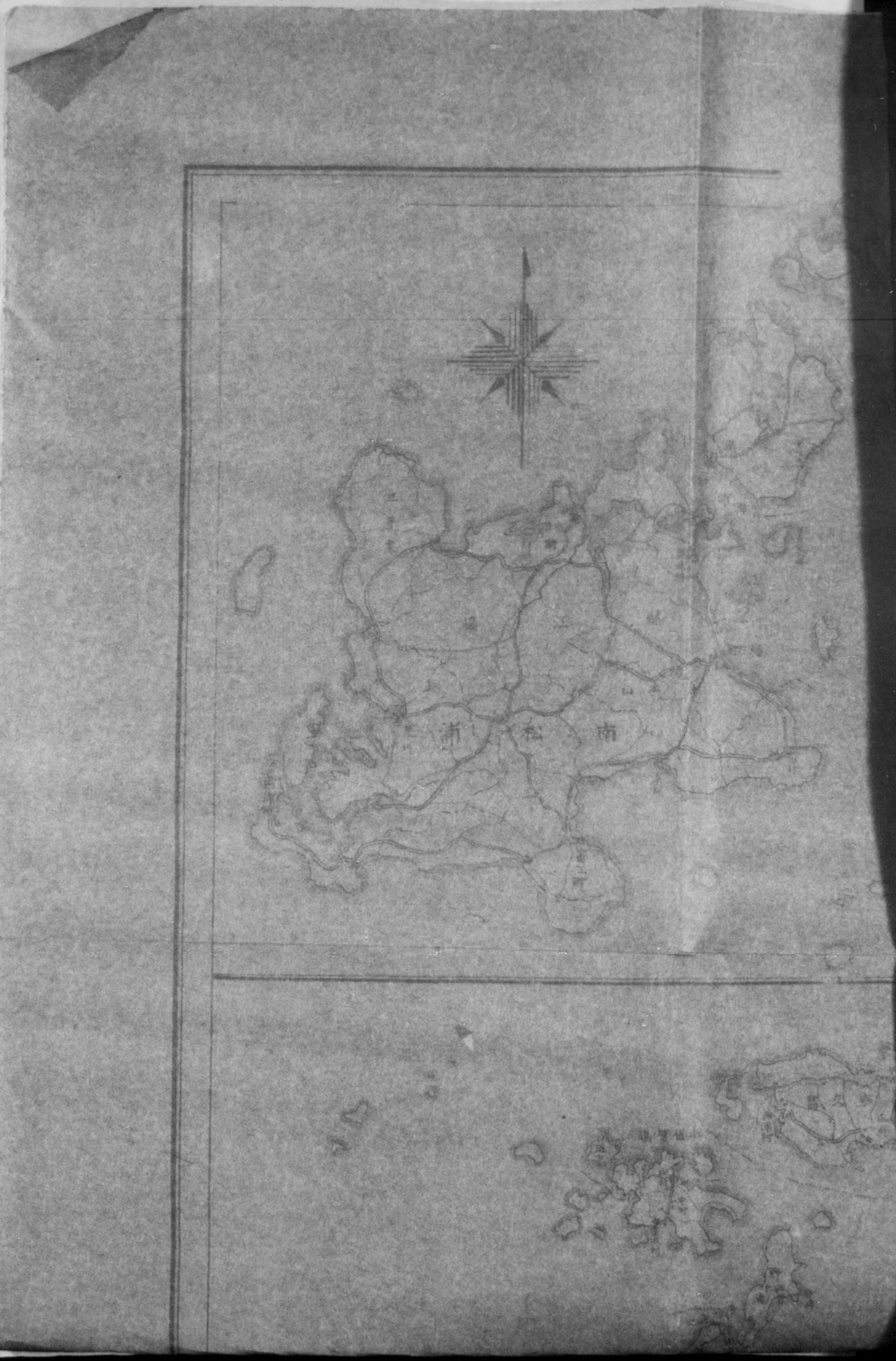

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

縣 崎 長

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