

JAPAN Railway & Transport REVIEW

Special Feature

Changing Roles of Stations

Japanese Railway History 6

Upgrading Narrow Gauge Standards



December 1995 Number 6

**JAPAN RAILWAY
AND
TRANSPORT REVIEW**
December 1995 Number 6

JAPAN RAILWAY AND TRANSPORT REVIEW is published quarterly by East Japan Railway Culture Foundation (EJRCF).

East Japan Railway Culture Foundation
2-2, Yoyogi 2-chome, Shibuya-ku,
Tokyo 151-8578, Japan
Tel (81 3) 5334 0623
Fax (81 3) 5334 0624
Email info@jrtr.net URL http://www.jrtr.net
Chairman: Dr. Shoji Sumita
Vice-Chairman: Hideaki Kinoshita

Chief Editor:
Tatsuhiko Suga, Executive Director, EJRCF

Editors:
Mami Aoki, Senior Researcher, Institute of Transportation Economics
Makoto Ito, General Manager, Study and Research, Japan Transport Economics Research Centre
Kentaro Egawa, Assistant General Manager, Technical Development & Research Department, East Japan Railway Co. (EJR)
Yoshitaka Inagaki, Assistant General Manager, Management Administration Department, EJR

Head of Editorial Secretariat:
Kunio Aoki

Administrative Managers:
Takashi Shinoda
Akira Ishikawa

Editorial Staff:
Reiko Nakanishi
Robert Hancock

Translation, Design, & Production
Urban Translation Incorporated

© All rights reserved.
Printed in Japan.

Reproduction of the contents in part or whole of this magazine in any manner is prohibited without the prior written consent of the publisher.



■ Iwaki-Hanawa Station on the Suigun Line, north of Tokyo
(M. Mashima)

Editorial

Changing stations

Westerners often appreciate grandiose style in architecture. Although station buildings were relatively small at the very beginning, the early railway operators soon started to build what were called Iron Cathedrals in their capitals and other major towns. Stations symbolized the railway as the most advanced technological achievement during the latter half of the last century. They also served as new landmarks of rapidly-growing cities. In those days, stations were the most fashionable place like today's airports. But today, many (if not all) western stations are dirty and often even dangerous. It will harm railways if stations become places where ordinary people dare not go.

Japanese love modest buildings and lack a sense of grand design in planning. The prewar Japanese railways built relatively-small stations with few exceptions such as Tokyo Central, which was designed not for passenger convenience, but to demonstrate the grandeur of a country trying hard to catch up with the West. Because of rapid growth of demand and wartime destruction, stations in large towns had to be rebuilt again and again.

Postwar Japanese stations were much too uniform and functional. The deficit-ridden national railway invited private investors to build new stations, in which station facilities gave way to shopping centres and too many commercial advertisements overwhelmed information signs for passengers. In functionally-designed shinkansen stations people wonder whether they are in an airport or in a station.

Today, people want something more in stations and railways want a more honourable social position for stations. Cultural activities in stations such as classical concerts or fine-art exhibitions at Tokyo Central are welcomed by passengers and the general public. New stations in smaller towns are designed to house public facilities such as libraries, conference halls and even hot-spring baths. Although the growth of motor transport has considerably reduced the role of railways as a means of transport, stations are finding new roles. If people accept and support such new roles, it will safeguard the future of railways.

[T. SUGA]

CONTENTS

Special Feature Changing Roles of Stations

The New Shape of Stations Namiki Oka	2
A Vision of Future Railway Stations Takashi Suzuki	6
Reinventing the Railway Station Michel Maillard	14
Tomorrow's Railway Stations Christian Steguweit	19
Changing Stations Bob Hill	23
The New Station as Interface David B. Stewart	30

Another Perspective Japanese Transportation and Me Margrit Hatanaka

People Otsuru-san A Woman of Four Eras

Japanese Railway History 6 Upgrading Narrow Gauge Standards Shinichi Kato

Topics