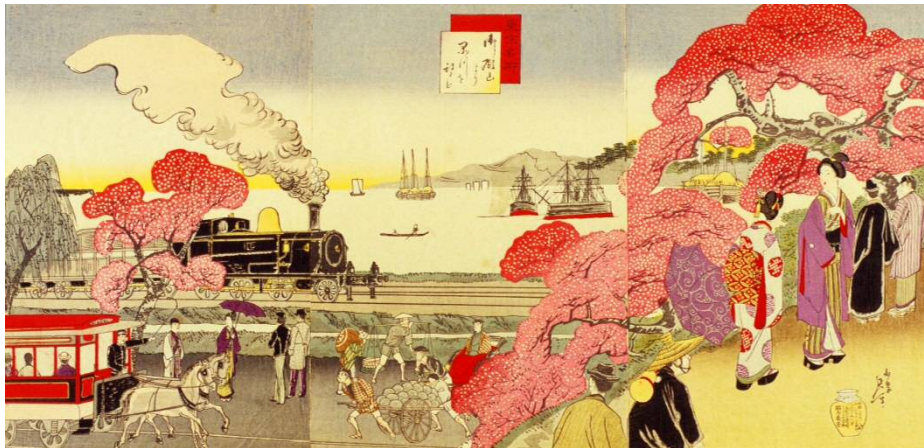


●Shinagawa Historical Museum Explanatory Sheet

The Railways of Shinagawa



▲ Famous Places in Edo—Viewing Shinagawa from Gotenyama, Yosai Nobukazu (May, 1899)



▲ Inoue Masaru

The Birth of the Railroad

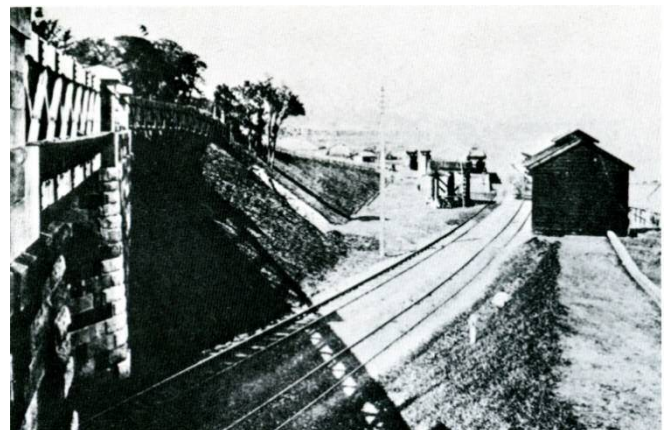
After the Meiji Revolution, Ito Hirobumi and Okuma Shigenobu worked to design a full-fledged railroad system to aid the development of Japan. The design was completed in November 1869. In March 1870, the English engineer Edmund Morel was invited to Japan and the survey was launched on March 17.

As this was the first railroad to ever be laid in Japan, it was done entirely using British-made machines, locomotives and railroad cars, as well as British engineering practices.

On June 12, 1872, the Shinagawa to Yokohama line was completed, and the railway was provisionally opened for business. In its initial days, the line made two round trips a day, each taking 35 minutes, but it soon expanded to eight round trips a day. First-class tickets cost one and half yen, second-class tickets cost one yen, and third-class tickets cost 50 *sen* (1 yen=100 *sen*=1000 *rin*). A 1.8-liter package of rice cost three *sen* and eight *rin* at the time). Various rules were in place, such as requiring tickets to be purchased with exact change 15 minutes ahead of the train departure time, requiring smoking to be done in the smoking car, and offering half-price tickets for children between the age of five to 12.

Next, the rail line between Shimbashi and Shinagawa was completed, meaning the full length of the 29-kilometer Shimbashi to Yokohama route was opened. On October 14, 1872, a lavish ceremony was held for the opening of the first Japanese national railway line, and the Meiji Emperor rode the Shimbashi to Yokohama route with a large entourage of prominent officials.

At the time, as the transportation network was primarily composed of human-drawn rickshaw carriages and shared horse-drawn carriages, many people flocked to the station to see the new railway locomotive. At the same time, however, the people of the Shinagawa Station area, which had long thrived as a post station, felt a great deal of uneasiness over the way their way of



▲ Shinagawa Station at the time opening

life would be impacted by the new railway.

Shared horse-drawn carriages between Shinagawa and Shimbashi became horse-drawn railroad cars in 1897, and this was the origin of the city train system.

The Father of Railway Construction—Inoue Masaru

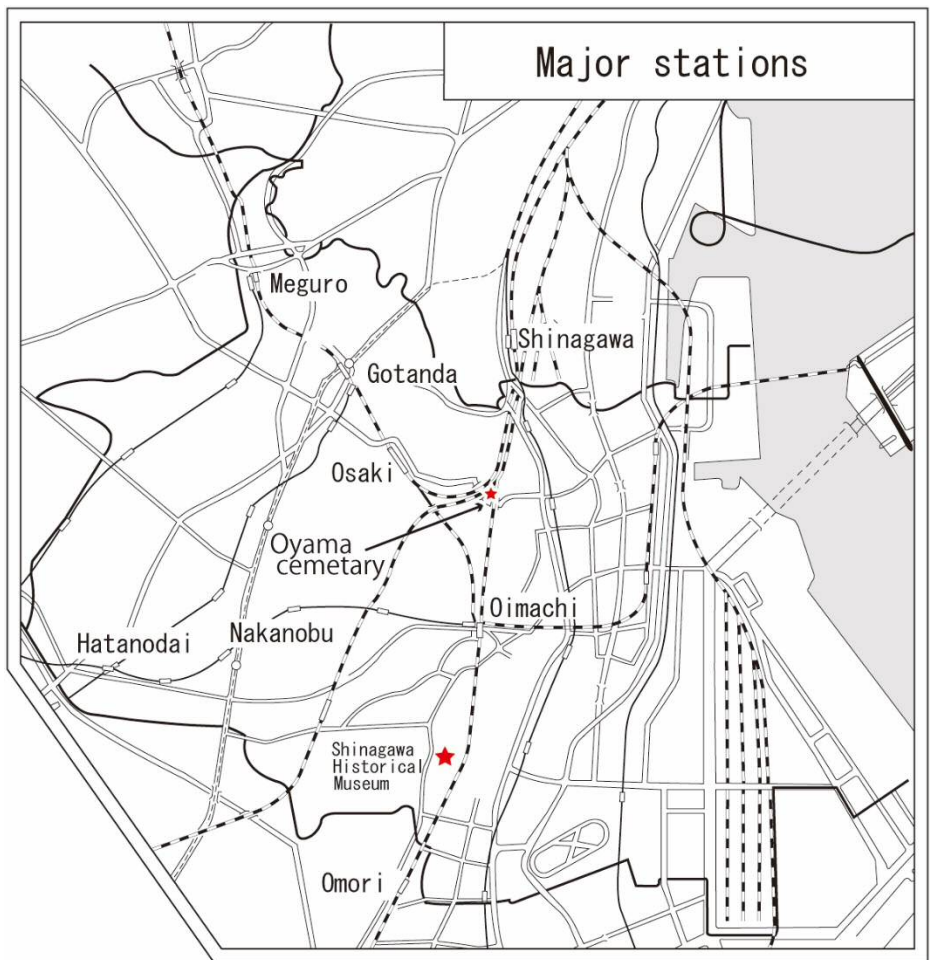
Inoue Masaru played a major role in leading the construction of the Japanese national railway. Inoue was born in the Choshu Province (currently, the area around Hagi City, Yamaguchi Prefecture). In May 1863, he broke the rules on isolation to study abroad in Britain.

Inoue then went on to take major positions in the Meiji Government. After his death in 1910, he was interred in the Oyama cemetery of Tokai-ji Temple, which offered a view of the railway he had toiled to construct.

The Development of the Railway

The major roles of Shinagawa in the Japanese railway system has continued since the railway opened. In 1915, a railroad factory of the Meiji government was moved from Shimbashi (Minato City, Tokyo) to Oi-machi, Shinagawa City.

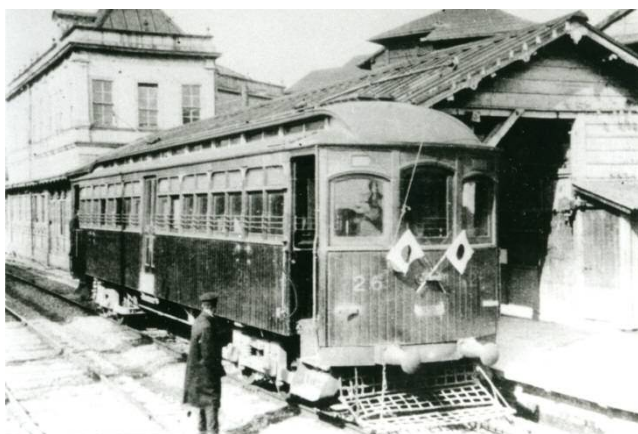
Even today, the JR (the previous Japanese National



Railways, which was privatized in 1987) maintenance yard can be located on the same site. The Tokaido Shinkansen was opened in 1964 for the first Tokyo Olympic games, and in 1973 a shinkansen railway yard was opened in the Yashio area, also Shinagawa City.

Moreover, many private railway lines were also built in Shinagawa City. In the 1920s, the Tokyu line opened and in 1964 did the Tokyo Monorail.

Today, in Shinagawa City, there are 14 train lines and 40 stations, being important for the daily lives of people.



▲ The Keikyū Shinagawa Station around 1925



▲ The Oi Futo Shinkansen Railway Yard