

JR East Business Diversification



Lumine Shinjuku Shopping Centre (JR East)
The development around the south exit of Shinjuku Station was opened in 1976 during the JNR era. JR East manages 74 shopping centres with a total gross sales of more than US\$8 billion in 1995 ranking 7th in retail sales in Japan.



Kitsuregawa Housing Development (JR East)
JR East built this housing development at Kitsuregawa in Tochigi Prefecture in a tie-up with the local government. The development, which is about 150 km north of Tokyo, covers 1060 lots and all houses draw their hot water supply from a natural hot spring.



JC Chain Store (JR East)
The JC convenience stores opened its first shop in 1988 in Shinagawa Station (Tokyo). The chain now has 119 shops (August 1996) with average hourly sales exceeding those of the well-known Seven Eleven chain.

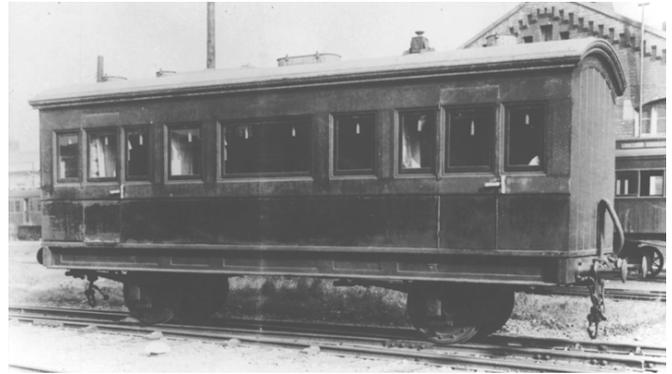
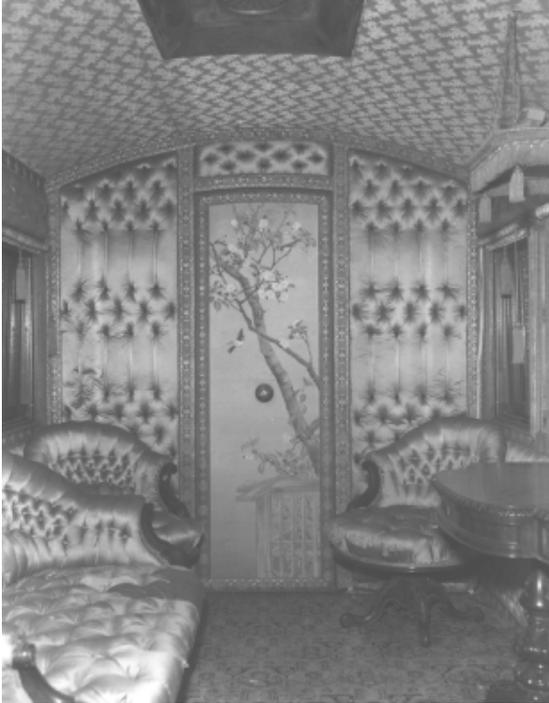


Hotel 'Folkloro' Tono (JR East)
The old Tono Railway Station in Iwate Prefecture, 500 km north of Tokyo, doubles as a rural railway station and pleasant country hotel. Tono is a popular tourist destination symbolizing the traditional virtues and pleasant lifestyles of regional towns. It is a reasonably-priced Bed & Breakfast type hotel.



Hotel Metropolitan, Nagano (JR East)
The Hotel Metropolitan is the newest hotel in the JR group and was opened in August 1996. The site was formerly occupied by the regional railway office. Nagano, where the 1998 Winter Olympics will be held, had a shortage of accommodation before the hotel was built. It is one of 13 hotels owned by JR East.

Imperial Carriages

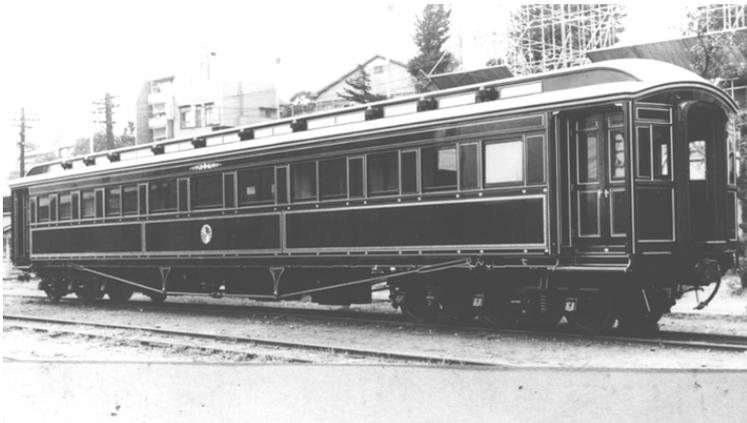


The First Imperial Carriage

The first Imperial Carriage was built in 1876 for the Meiji Emperor (1852-1912) at the Kobe Works of the Government Railways under the supervision of the British engineer Walter M. Smith. It was used for the opening of the Kyoto-Osaka-Kobe section of the Tokaido Line, the first railway in western Japan. It is a wooden 4-wheeler just 7.84-m long and 2.16-m wide. The exterior is finished in lacquer and the interior is sumptuously padded with silk. Lighting is provided by oil lamps in the ceiling. It is preserved at the Transportation Museum in Tokyo.

The Fifth Imperial Carriage

The fifth Imperial Carriage was built in 1902 for the Meiji Empress (1850-1914) at the Shimbashi Works of the Government Railways. It is a wooden construction, 16.13-m long and 2.46-m wide with two-axle bogies. The exterior was first painted crimson but was later lacquered in the same colour. The carriage is divided into six compartments including a lavish lounge. The lounge ceiling features a beautiful painting of swallows and wild geese in flight. It is preserved at the Meiji-mura Museum near Nagoya.



The Seventh Imperial Carriage

The seventh Imperial Carriage was built in 1914 at the Shimbashi Works of the Government Railways for the Coronation of the Taisho Emperor (1879-1926). It is a wooden construction, 20.7-m long and 2.6-m wide with three-axle bogies and divided into eight compartments including a large lounge. The exterior is lacquered in deep crimson with fine gold lines. It is preserved at Tokyo Yomiuri Land amusement park.



The Tenth Imperial Carriage

The tenth Imperial carriage was built in 1922 at the Oi Workshop of the Government Railways to welcome the Prince of Wales (later King Edward VIII and Duke of Windsor) on his State Visit to Japan. It is a wooden construction, 20.0-m long and 2.64-m wide with three-axle bogies and features an observation platform. It was later used by Prince George (Duke of Kent), the Duke of Gloucester, Swedish Crown Prince Gustav Adolf, and the Emperor and Empress of Siam. After the war, it was used by US Generals of the Occupation Forces. It is preserved at JR East Oi Workshop, but is not open to the public. (Photos: Transportation Museum)

Japanese and Belgian Royal Couples Take Imperial Train

The Emperor and Empress of Japan entertained King Albert II and Queen Donna Paola of Belgium on a trip to Ashikaga in Tochigi, about 80 km north of Tokyo, on 24 October. This is the first time that the Imperial Train has been used in 9 years and more than 2000 railway enthusiasts lined the route to take pictures. The Imperial Train is only for narrow-gauge lines and there is no Imperial shinkansen.



Imperial Train running on JR East Ryomo Line passing field of Cosmos



Returning Imperial Train passing Rice Paddies

Class-EF58 was the standard passenger locomotive on the electrified Tokaido and Sanyo lines but went out of service after the opening of the Tokaido and Sanyo shinkansen. EF5861 is a rare surviving example and is almost always used to haul the Imperial Train.



Class-EF58 Electric Locomotive standing at JR East Tabata Depot

(Photos: M. Miura)