

What the New Tokaido Line Will Mean to Us

Transport Capacity Will be More than Trebled :

As only super-speed trains will be operated on the new line and locals will be retained on the existing route, it will be possible to shorten the interval between trains on the New Tokaido Line.

The capacity of transport will be more than three times what we have today.

Three Hours between Tokyo and Osaka :

The distance between these two cities will be covered in 3 hours by super-expresses and 4 hours by limited expresses. The former will operate hourly, and the latter every 20 to 30 minutes, enabling passengers to board their trains at any time without long waits.

The stations will have facilities convenient for connections to trains on existing lines, and passengers bound for points beyond Osaka will have no difficulty in changing trains.

Overnight Freight Delivery Service :

All freight will be carried by electric railcar trains, operating during the night. The Tokyo-Osaka distance will be covered in only 5 1/2 hours. Any freight consigned in Tokyo in the evening will be deliverable in Osaka on the following morning, and vice versa. Containerized service on the line will eliminate all packing worries.

Fares and Charges :

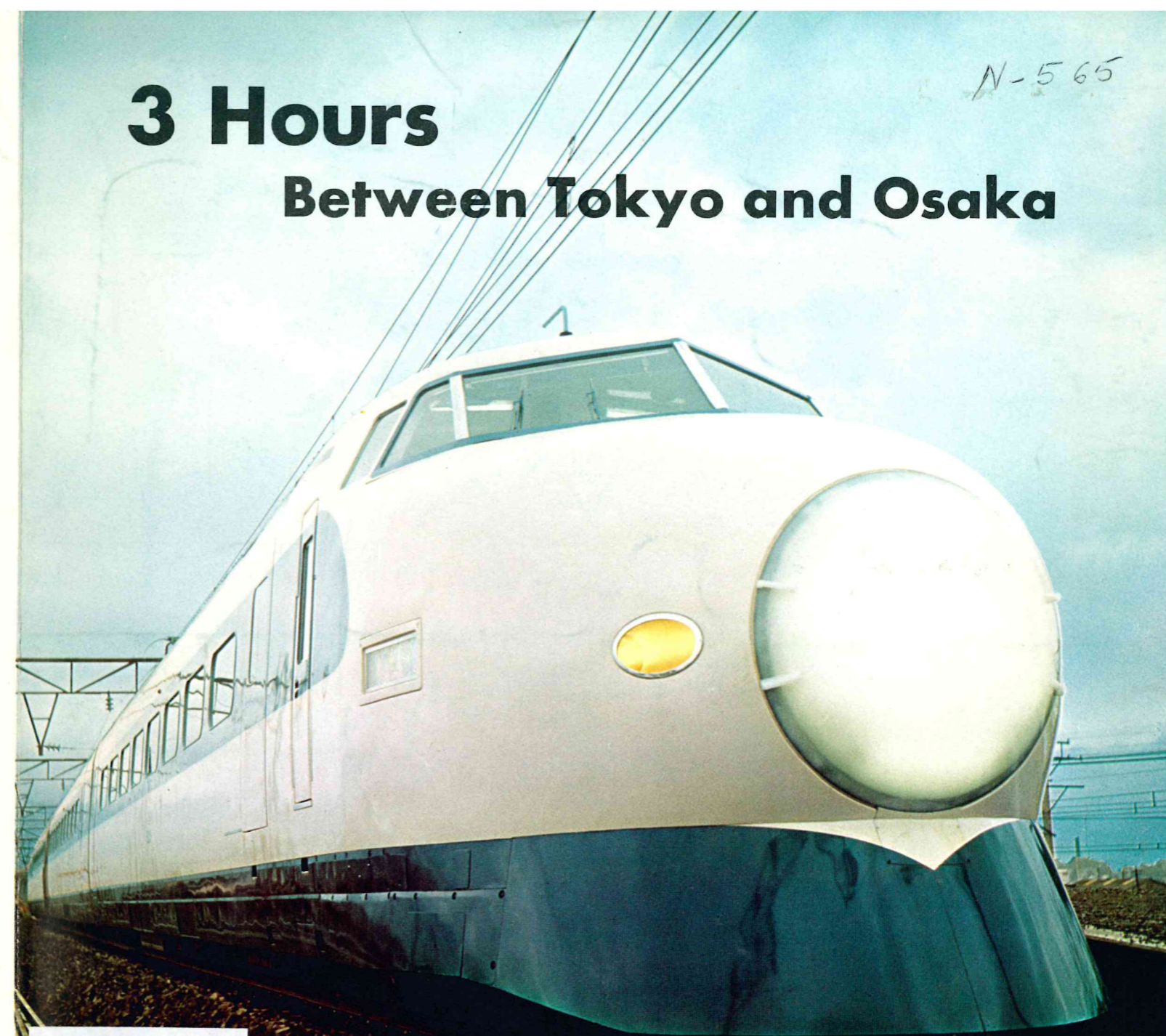
The basic train fares on the new line will remain the same as at present. Limited express charges alone will be slightly higher than the present rates.

History in the Making

- Jul. 7 '58: The Trunk Line Survey Committee established within the Japanese National Railways submitted a report to the Minister of Transportation, emphasizing the need of an additional line between Tokyo and Osaka. In this report, the Committee recommended concrete measures for execution of the proposed project.
- Apr. 13 '59: The Minister of Transportation approved of the construction of the New Tokaido Line.
- Apr. 20 " : Ground-breaking ceremony was held at the east exit to the New Tanna Tunnel.
- Aug. 6 " : Construction of the New Tanna Tunnel was started.
- Nov. 7 " : Nine intermediate stations were decided.
- Jan. 27 '60: Location of the stations at both ends (Tokyo and Osaka) was officially decided.
- May 2 '61: Agreement for the loan of \$80 million from the World Bank was signed.
- Aug. 4 " : Major items for the construction standards were decided.
- Oct. 18 " : Routing of the line was decided.
- Jun. 26 '62: Test runs on the "model section" were started.

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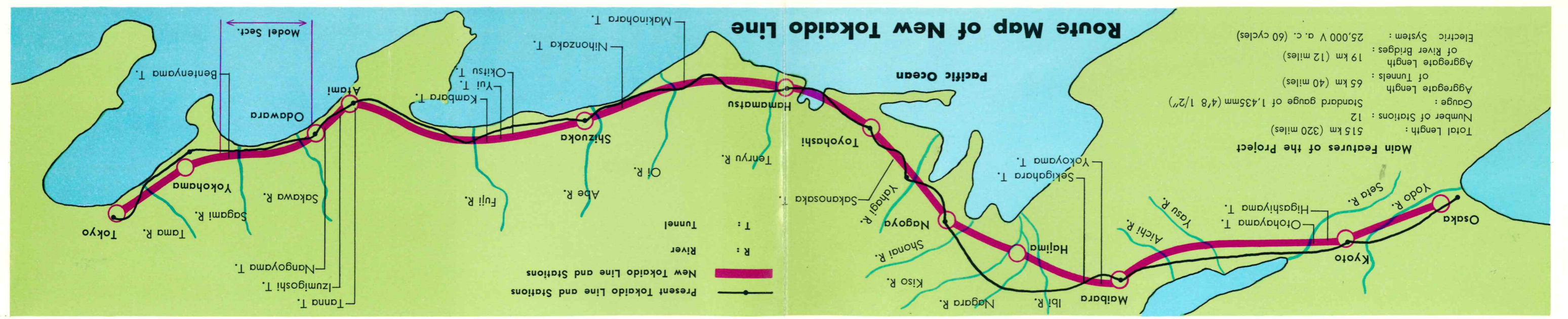
3 Hours Between Tokyo and Osaka



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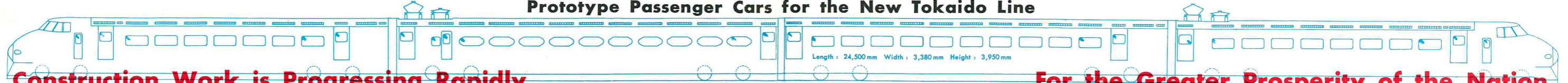
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Prototype Passenger Cars for the New Tokaido Line



Construction Work is Progressing Rapidly

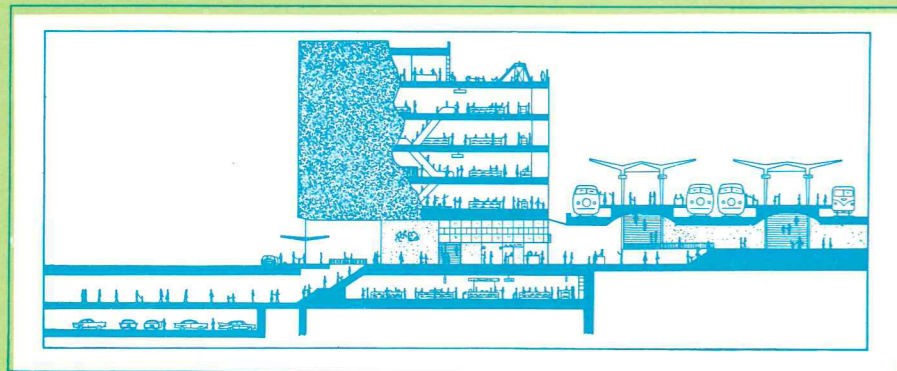
For the Greater Prosperity of the Nation

As of June 1962, three years after this epoch-making railway construction was started, most of the required land has been procured, and road-bed construction is now in progress on about 95% of the entire route. Construction of long tunnels and long bridges is already under way. Station facilities at Tokyo, Osaka and other places are now being built. All possible modern equipment is being mobilized for the completion of the New Tanna Tunnel, the longest on the new line, and upon the successful completion of this bore depends the fate of the whole project. Thanks to the availability of new technological skills and the experiences of the past, this tunnel will be completed by the end of this year. This will present a striking contrast to the present Tanna Tunnel, which took 16 long years to complete. Part of the new railway, 37 km (23 miles) will be completed shortly as a "model section". The test runs of prototype railcars were started in June on part of this section, to collect technical data related to these high-speed cars and other aspects of super-speed operations. Basic training will also be provided for future train crews.



Elevated track bed outside of Tokyo Station

The Tokaido Line is the trunk of trunks in Japan, connecting the three most important industrial centers: the Tokyo-Yokohama, Nagoya and Kyoto-Osaka-Kobe areas. The districts served by this line comprise about 40% of the nation's population and 70% of the industrial activities of the country. Due to this, the Tokaido Line, though composing only 3% of JNR's total operating mileage, handles as much as one-quarter of the entire freight and passenger traffic. Even upon completion of the projected expressway between Tokyo and Kobe, the amount of traffic to divert from the railway to the expressway will be only 10% of the passengers and 5% of the freight. In 1975, it is anticipated that the volume of traffic on the Tokaido Line will expand to more than twice what it was in 1958. For this and related reasons, the decision was made to construct a standard-gauge New Tokaido Line as a vital segment of the government's policy. In 1959, a preliminary survey of the construction sites was started, and actual work got under way in the following year, with completion of the whole project due by 1964, the year of the Olympic Games in Tokyo.



Cross-section of the New Tokyo Station



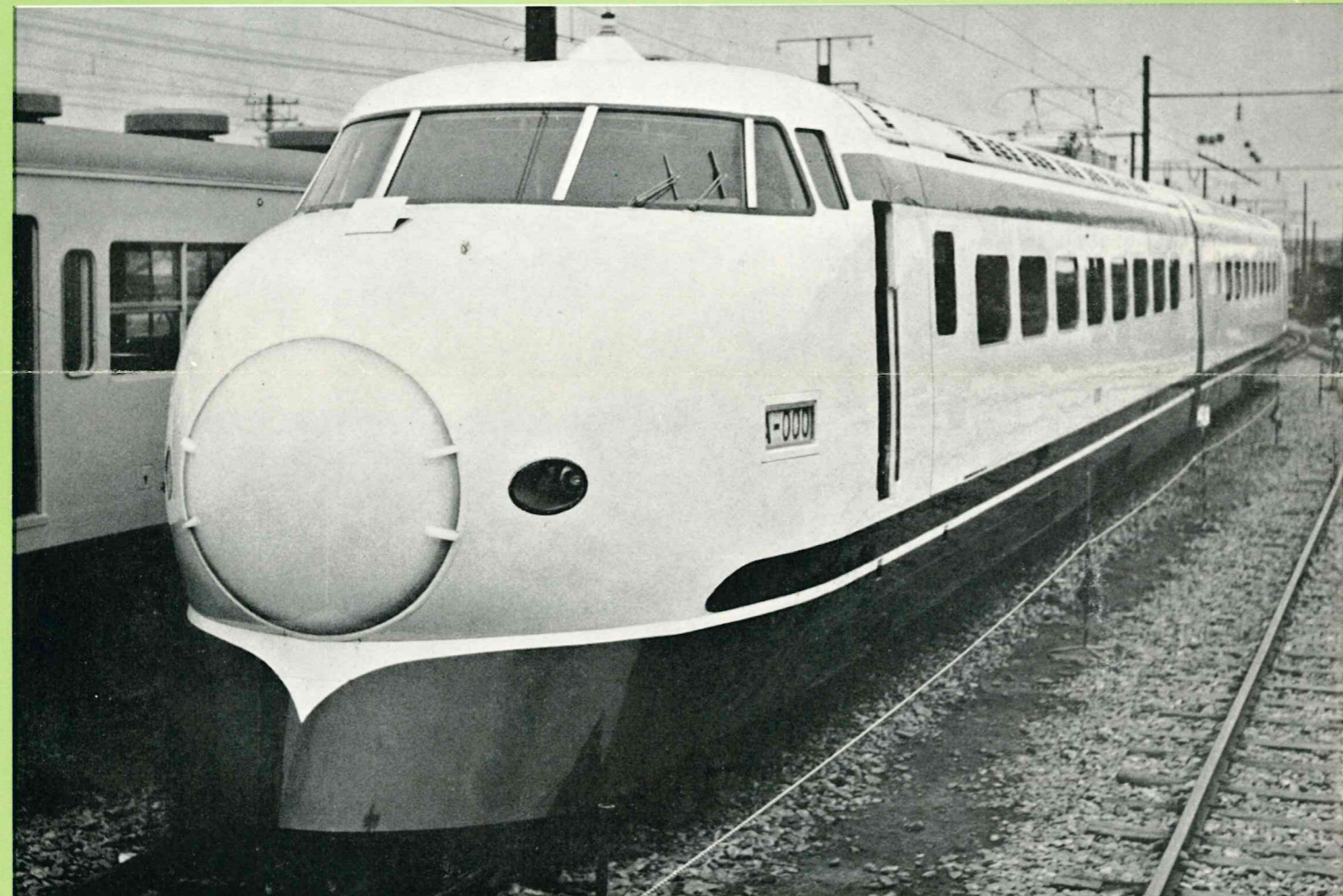
Artist's conception of the New Osaka Station



Rails just ready to be laid (near Odawara)



Earthwork at Futagawa (near Toyohashi)



Prototype Electric Railcars for the New Tokaido Line



Sakawa-Gawa Bridge (near Odawara)



New Tanna Tunnel under construction