

***** CONTENTS *****

Cover : Hankyu Elec. Rwy. type 2300 EMU retired from commercial service on Mar. 22, 2015.

Back cover : Face of Hankyu Elec. Rwy. type 2300 EMU (no.2313).

- ◆ A photo of Izumoshi station (JNR San-in line; now JR-West) (in Shimane Pref.) on Apr. 12, 1960. 2
- ◆ JRC 2015 Blue Ribbon Prize and Laurel Prize are selected.
Blue Ribbon Prize is awarded to JR-East type E7 EMU & JR-West type W7 EMU for Hokuriku Shinkansen, and Laurel Prize is awarded to JR-East type EV-E301 Hybrid EMU & Hakone-Tozan Rwy. type 3000 electric car. 3
- ◆ **【Photo Gallery】** In seasons of the fresh green, sightseeing exp. trains run to Nikko which is a famous sightseeing area in Japan. 8
- ◆ The history of Hankyu Elec. Rwy. type 2300 EMU 9
- ◆ **【Series】** Railroader's biography (25) ; The pioneer of railway electrification in Japan ; Mr. Ikutarou Inoue (1878 -1955) who was an electrical engineer of Japanese Governmental Railways. 20
- ◆ **【Series】** Railway views on Post Cards (111) ; 24
Some views of streetcar at Toyama 《The tram now operated in front of Shinkansen station》 ; Type 1 streetcar at the 1st stage terminal of Jogakkoumae just after the opening in 1921. **【p.24 bottom】** / Streetcars no.7 & no.25 at the Nishimachi crossing point in the 1930s. **【p.25 top】** / The tramcar no.12 runs in front of Toyama Electric Building in the 1930s. **【p.25 bottom】**
- ◆ **【Series】** Remembering train consists of the past by illustration (47) ; Express night train 《Saikai》 between Tokyo (central) and Sasebo (train number 1001 for Sasebo) on Oct. 1, 1954. 26
- ◆ **【Photo of association activities】** 28
Osaka Toshi-Kaihatsu Rwy. type 3000 EMU **【p.28 top】** / Hiroshima Elec. Rwy. type 200 tramcar **【p.28 bottom】**
- ◆ Research report concerning the history of Japanese private railway coaches with bogie. (part 6) 29
- ◆ Rail News ; Memorandum of the railway news on Feb. 2015. 43
- ◆ Rail News ; Memorandum of the railway news on Mar. 2015. 44
【p.44 bottom】 JR-West deluxe night train 《Twilight Express》 between Osaka and Sapporo made last run as a scheduled train on Mar. 12, '15. **【left】** / JR-Hokkaido type 711 EMU (20kV/50Hz) running since JNR era retired from commercial operation as of Mar. 13, '15. **【right】**
- 【p.45 bottom】** JR-East《Ueno-Tokyo Line》started commercial operation on Mar 14, '15, and trains of Tohoku line & Tokaido line became through operation each other, and also trains of Joban line became through operation to Shinagawa station. Photo shows type E657 EMU exp. 《Tokiwa》 and type 185 EMU exp. 《Odoriko》 side by side at Shinagawa sta. **【left】** / Grade crossing (near Totsuka sta.) of Tokaido (both rail line & road), which was well-known as “The ever closing crossing” was abolished on Mar 25, '15 by the opening of the underpass for exclusive use of the car traffic. **【right】**
- 【p.47 bottom】** JR-West changed the painting of type 681 EMU, which became surplus as the result of “new” Hokuriku-Shinkansen opening, and transferred to the train 《Shirasagi》 exp. train service between Nagoya and Kanazawa. **【left】** / Hanshin Elec. Rwy. started the operation of the train of type 9000 EMU (train set 9023) which painted yellow color; the symbol color of the Hanshin Baseball team, as the project of the 80th anniversary of Hanshin Baseball team foundation on Mar. 16, '15. **【right】**
- ◆ Reports from JRC-HQ, district-branches and special interest groups information. 49