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**Cover** : JR-East type 717 EMU (AC20kV50Hz) for local train.  
This photo was taken at Sendai inspection yard on Jan. '89.

**Back cover** : Face of Hokushin-Kyukou Rwy. (in Hyogo Pref.) type 7150 EMU.

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View of the horse tramway in Sapporo before Sapporo streetcar opening; View of the tram pulled by horse at the entrance of Nakajima Park. **[p.18 bottom]** /View of the Sapporo horse tramway with the background of JGR Sapporo sta. **[p.19 top]** / View of the horse tramway in front of the Oodori Park in Sapporo. **[p.19 bottom]**
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**[p.38 bottom]** The sleeper train 《Cassiopeia》 which retired in new operation schedule of Mar. '16, came back as the tour cruising train again, and now pulled by type DF200 diesel electric engine of JR-Freight in Hokkaido area. **[left]** / Sapporo subway Touhou line type 7000 EMU which had been operated since 1988, was replaced with new rolling stock type 9000 EMU for introducing movable platform door setting. The farewell ceremony took place on the last day of operations, Jun. 25, '16. **[right]**
- [p.39 bottom]** Tokyo Metro Hibiya line type 13000 EMU was debut, and type 13000 EMU train set becomes 20m body length 7 cars formation from type 03 EMU 18m body length 8 cars formation from relations to operate Tobu Rwy. line. **[left]** / New tram system Nanko Port town line of Osaka city traffic Bureau new type 200 EMU was debut, and the starting ceremony was held and started commercial operation on Jun. 29, '16. **[right]**
- ◆ Rail News; Memorandum of the railway news on Jul. 2016. .... 40  
**[p.40 bottom]** JR-East new tourist train 《Izu Craile》 which remodeled from type 651 EMU (used as exp. train of Joban line) started commercial operation between Odawara & Izukyu-Shimoda on Jul. 16, '16. **[left]**
- [p.41 bottom]** JR-West had second batch of type 225 EMU series 5100 for Hanwa line and type 225 EMU series 100 for Keihanshin line, both type 225 EMUs changed a front shape as same as that of type 227 EMU at the standpoint of safety & comfort. **[left]** / JR-Freight type DF200 diesel engine which entered Kawasaki Heavy Industry for maintenance, participated under the number change ( 123 → 223). This engine seems to replace type DD51 diesel engine of Aichi depot.. **[right]**
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