1. Railway Passenger Traffic Volume

The passenger train lines in operation as of March 31, 1971, totaled 36,561 km, including 30,220 km for the national railways and 6,341 km for the private railways. The passenger transport volume in the one-year period from April 1970 to March 1971 included 12,000,000,000 people for the national railways and 3,000,000,000 people for the private railways. The passenger-kilometre distance transported by persons transported stood at 800,000,000,000 km for the national railways and 200,000,000,000 km for the private railways. The average number of persons transported per kilometre of railway line was 330,000 for the national railways and 67,000 for the private railways.

Of all the railway passengers, the ratio of commuting passengers to other passengers stands at 7:3 for the national railways and 5:5 for the private railways. The role private railways assume in transporting passengers is very great in major cities. The ratio of the number of passengers transported by private railways to that of passengers transported by national railways is 1:4 in the Metropolitan Tokyo Area (within a radius of 58 km from the Tokyo Station), 1:8 in the Yokohama Area (within a radius of 48 km from the Yokohama Station), and 1:10 in the Osaka Area (within a radius of 48 km from the Osaka Station).

Structures played an important role as a means of intra-city transport up until recently, but most of the trams were removed by 1988. To take their place, subway lines have been actively constructed since the 1960s.

The passenger transport volume of the Japan National Railways' Tokaido Line between Tokyo and Osaka in 1971 has been on the rise. In the one-year period from April 1970 to March 1971, 56,000,000 people were transported.

The Sekiyama Line's passenger services were extended from Akashi to Osuho in March 1971 and extended further from Osuho to Hakata in March 1973.

Salient Points of the Legend and Map Compilation

In this map, the railway passengers transported (number of passengers) passing between stations per day in 1971 was indicated in a bell-shaped pattern, whereas the number of passengers per station per day is shown with a circular symbol.

The railway passenger transport volume was indicated for railway lines more than 10 km in total length. The transport volume is the total of passengers making round trips between stations.

2. Time of Arrival by Railway

(Time of Arrival from Sapporo Station).
(Time of Arrival from Tokyo Station).
(Time of Arrival from Osaka Station).
(Time of Arrival from Hakata Station).

With the Japanese National Railways as the mainstay, a nationwide network of railway lines has been developed in Japan. The speeds of railway trains have become faster from year to year due to the electrification of lines, double tracking, route shortening and the improvement of rail, trains, etc. The scheduled speed attained by dividing the distance between the starting and terminal stations by the hours required is the case of the Japanese National Railways' Tokaido Line was 36.1 km/h in 1968; but 60.8 km/h by special express trains.

With the outbreak of World War II, the availability of energy worsened, resulting in a suspension of special express and express train services. The scheduled speed dropped to 35.9 km/h in 1940. The special express services were resumed in 1940.

In 1958, the electrification of the Tokaido Line was completed, the scheduled speed reaching 73.6 km/h. The standard gauge Tokaido Line was opened with the speeded speed reaching 82.3 km/h. The hours required for a trip between Tokyo and Osaka were about one-sixth of those registered at the time of opening of the Tokaido Line. The Japanese National Railways' other lines also have remarkably increased speed. The hours required were reduced to about two-thirds of those recorded in 1940.

Completion of a nationwide network of railways, the construction of which has been started in part, would greatly reduce the hours of transit between major cities throughout the nation.

Salient Points of the Legend and Map Compilation

This map shows the time of arrival from Sapporo, Tokyo, Osaka, and Hakata Stations to stations throughout the nation. The time of arrival was computed on the assumption that the fastest trains available had been utilized from the departure station to the destination. It does not include the time required for changing trains.

Consequently, the time of arrival as shown in this map is somewhat shorter than the actual time required in some instances. In regard to the time of arrival at a station where special express trains are express trains stop, only one of the changes required was actually counted. Also when a passenger goes beyond this destination and returns to his destination by another train is not shown.

Sources
2. Various data from the Japan National Railways.