

## ● 退職記念 ●

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## Some Changes in Thirty Years in Japan

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My story begins with my marriage in 1974 to a Filipino woman I met while doing research for my Ph.D. dissertation at Yale. We came to Japan in 1976, I as a visiting researcher at the Tokyo University of Foreign Studies. After a year, we went back to the Philippines, where I taught for two years at De la Salle University. In 1979 we came back to Japan, once again to the Tokyo University of Foreign Studies. This time we made the decision to stay on in Japan. In 1982 I joined the faculty of Waseda University School of Science and Engineering, as a foreign lecturer. In 1986 I became an associate professor, and eventually a full professor. In 2004 I transferred to the School of International Liberal Studies, at first half time, and then in 2005 fulltime.

During my sabbatical leave in 2001-2, I was again attached to De la Salle University in Manila. During that time we had a house built in the town of Antipolo, a suburb of Manila. When I retire in March, we will make that house our permanent residence.

In the thirty odd years since we first came to Tokyo, we have seen many changes – in Japan and in the world. In this short article, I would like to reminisce about some of those changes.

Transportation has changed. We were already using Narita Airport for international flights; there was only one terminal then, with Japan Airlines in one half and all the others in the other half. Well, there was only one Japanese airline then. To get to the airport Keisei already had a Skyliner, but it terminated at a small station outside the airport, with a shuttle bus connecting to the terminal. JR, which was then JNR (Japan National Railroad), went as far as Narita station, a short taxi ride to the airport.

You could also take a limousine bus from TCAT (Tokyo City Air Terminal), which was unfortunately a fairly long walk from the nearest subway station – long when you are lugging suitcases. However, several airlines had check-in counters at the terminal, so you could check-in and get rid of your bags before you got on the bus. While we were living in Yokohama, the YCAT (Yokohama City Air Terminal) was also opened.

At that time, there were still active protests against Narita International Airport, and the inspection procedures upon entering the airport were rather more extensive than now. You had to get off the bus, with all your hand-carry bags, and have everything opened and inspected, before you got back on the bus and entered the airport.

As for Haneda Airport, there was only one active terminal, used by Japan Airlines for domestic flights. The international terminal, formerly bustling with dozens of flights, was used only by China Airlines, and was opened only once or twice a day when there was a flight. There were no shops or other amenities, and it was rather like a large empty warehouse. As now there was a monorail, and there were limousine buses to get to Haneda, but there was no subway connection.

In 1976 there were no discount air tickets. It was all started by Korean Airlines shortly thereafter which issued tickets showing the regular price, but you paid a much lower price. KAL would take you to a lot of countries, but you usually had to pass through Korea first.

As I mentioned there was only one JNR, covering the whole country. Only a few stations had ticket vending machines – the ones that existed took only coins, not paper money. (In those days there were no Y500 coins, only Y500 bills.) You could get a railway pass, but there was no SUIKA or PASMO, and only limited types of commuter tickets. There were no mechanized wickets -- there were men standing there who had to glance at your pass or punch your ticket. I always wondered if those men developed problems with their thumbs from punching so many tickets. This was the heyday of the kiseru; it was possible to buy a minimal ticket at any station and use your pass to exit without paying for the whole trip. That changed when they invented a wicket that could tell where you got on the train.

There was only one Shinkansen line then, and it only went from Tokyo to Osaka – or was it Hiroshima? Shinyokohama station did not yet exist then. Many Shinkansen lines have been added since 1976, and other train lines as well, including the Narita Express, and the extension of the Skyliner all the way to the airport, which of course now has a second terminal. Shinjuku line, Oedo line, Hanzomon line, Namboku line, and of course the Shinfukuto line have all been added to the subway network in the last three decades. I find it a little sad that there is a subway station right in front of the School of Science and Engineering now that I am no longer there.

The way we work has also changed a lot. We actually used typewriters in those days! Most of my students have never even seen a typewriter. At least we already had copy machines, though they were much simpler than the high-speed, high-tech machines we have now. There were (mainframe) computers, but very few people had access to them. Then someone invented the word processor, then the PC (personal computer), then the laptop ... And printers ... Our first printers were very much like typewriters, with ink ribbons, and then carbon ribbons. Typewriter keys were replaced by 'dots'. And the printer had a memory, and could print forward and backward, up one line and down the next. These printers were quite noisy, and used paper with the pages connected in a long line, folded together like an accordion. There were holes on both sides of the paper for the paper guides. Now we have inkjet and laser printers, but even these high-tech printers still manage to crumple our paper, or jam up from time to time.

Data storage was also very primitive. There was no hard disk inside the first PCs. You had to use a floppy disk drive. The first drives were big heavy boxes for 8-inch floppy disks. Each disk could hold one megabyte of data, and you could only open one file at a time. We've come a long way since then.

Our classrooms had few high-tech facilities. You could use a slide-projector or OHP (overhead projector), but this involved hauling equipment to the classroom, or preparing materials on transparencies. Gradually our rooms (in Riko) became equipped with video cassette recorders, and computer connections to allow us to use Powerpoint and the like.

Waseda has changed. Many new buildings have gone up, and many old buildings have been remodeled or torn down and replaced by new structures. These include the new library/international conference center, the twin towers of Science and Engineering, and several buildings for classrooms and offices, including the building to which our school will move next year. There are even new schools (gakubu) at Waseda, including the School of Human Resources, the Sports Faculty, and our own School of International Liberal Studies.

In my first year at Science and Engineering, we had our first kikokushijo. These are students who have accompanied their parents abroad and gone to school there for several years. Upon returning to Ja-

pan, they were able to take a special exam and enter the university in a different category. The following year there were two such applicants, both of whom were accepted. In subsequent years the numbers increased rapidly. In SILS we don't have a special exam for kikokushijo, but many of our students have gone to high school abroad, and this is reflected in their superior fluency in English.

I was happy about my move to SILS, not least because of the opportunity to teach in my field (linguistics), to teach in English, and because of the ability of the students to actually understand and communicate in English. The environment in SILS also made for a much closer relationship between the students and the teachers. I have built relationships which I am sure will last many years after I leave Waseda. I hope that SILS will continue to develop in line with its basic objective to provide truly international education to our Japanese and international students.

I will leave Waseda and Japan with many pleasant memories – the efficiency of life, the appreciation of natural beauty, and above all, the friendliness and cooperative attitude of the Japanese people.