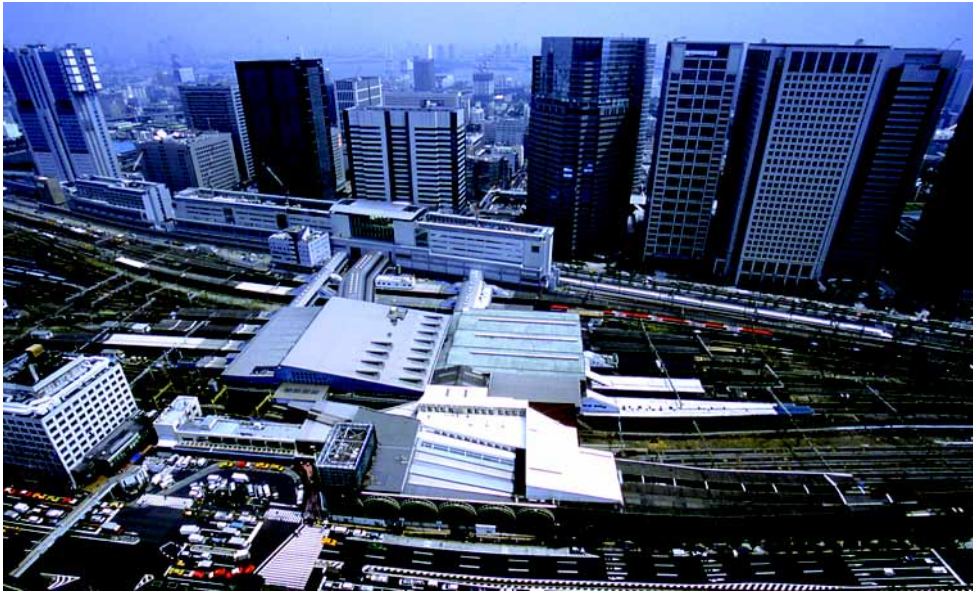


# Opening of Tokaido Shinkansen Shinagawa Station

On 1 October 2003, JR Central opened a new station at Shinagawa on Tokaido Shinkansen, just 6.8 km south of Tokyo Station. The new station provides residents in Tokyo's south-western suburbs with better access to the shinkansen. It will also relieve crowded Tokyo Station at peak hours. In future, JR Central plans to run four trains per hour departing from Shinagawa, to make the best use of Tokaido Shinkansen's line capacity (max. 15 trains per hour in each direction) that could not been fully utilized so far due to out-of-service trains between Tokyo Station and Oi Rolling Stock Depot (middle right figure).

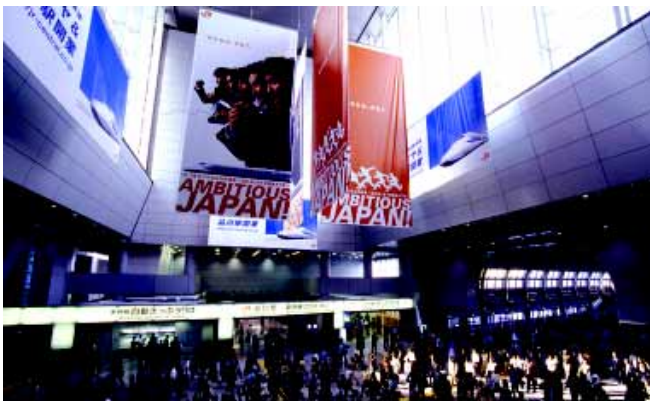


Aerial view of Shinagawa Station with shinkansen platforms at far end

(JR Central)

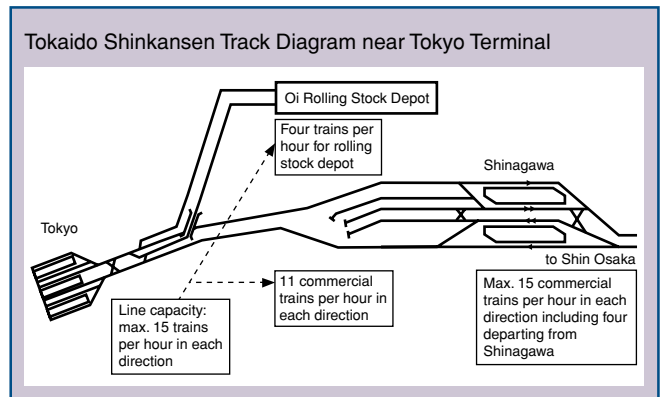


JR East's new building to let near shinkansen platforms (JR East)



New concourse above shinkansen platforms and tracks

(JR Central)



Source: JR Central



A few minutes after leaving Tokyo, most trains stops at Shinagawa (JR Central)



Automatic ticket gate between shinkansen and conventional lines (JR Central)

(Continued on p. 55)

## Renovated Subway Museum in Tokyo

On 1 June 2003, the renovated Subway Museum was opened in Tokyo. Located under the elevated Tozai subway line near Kasai Station, east Tokyo, the museum was first opened in 1986. The museum is proud of two original metro cars; No. 1001 of Ginza Line, Japan's first underground railcar built in 1927, and No. 301 of Marunouchi Line, the first postwar car built in 1954. A modified version of the latter is called Type 500, of which some units were sent to Argentina after retirement and are still running on Buenos Aires metro lines.



No. 301 of Marunouchi Line gave fresh impression to passengers in the mid-1950s

(T. Suga)



Interior of No. 1001 with life-size dummies in costume of 1920s

(T. Suga)



No. 1001 of Ginza Line with yellow body carries an image of Berlin U-Bahn

(T. Suga)



Driving simulator is the most popular attraction

(T. Suga)



Three concrete tunnel segments with various trackside equipment

(F. Narita)