

Keihin-Tohoku / Negishi Line



Introducing

The Keihin-Tōhoku line is a railway line in Japan's JR East network. It connects Ōmiya in Saitama Prefecture, Tokyo and Yokohama. The line, inaugurated in 1914, has been operating for over 100 years.

The line runs parallel to the JR Yamanote line between Shinagawa and Tabata stations. With a daily ridership of over 3 million, it is one of Japan's busiest commuter lines.

The Negishi Line is a railroad line in Japan's JR East network. It connects the stations of Yokohama and Ōfuna in Kanagawa Prefecture. There is no passenger service specific to the line: trains from the Keihin-Tōhoku line continue their service on the Negishi line.

This line is included in the basic set.

Key data

- Total length : 81.2 km
- Number of stations : 46

- Safety system : [D-ATC](#)
- Train model : [E233-1000 series](#) (10 cars)
- Max speed :
 - Omiya ~ Sakuragicho : 90km/h
 - Sakuragicho ~ Ofuna : 95km/h
- Routes :
 - Omiya ~ Ofuna (1275A) : "Rapid" train - 40 stations - 81.2 km
 - Omiya ~ Isogo (727B) : "Local" train - 41 stations - 68.6 km
- In-train announcements : Yes
- Driver announcement ([pointing-and-calling](#)) : No

Note that, because the safety system is the [D-ATC](#), the warning lights must be ignored and the Max Speed / Next Limit indicators are empty.

Note also that, because the Akabane station has landing doors, the margin of error is +/- 35cm (as on the Yamanote), regardless of the difficulty setting, but TASC data is not available, so it can't be used in this case.

Console detail

Apart from the pocket watch and the door-closing indicator in the center of the console, there are 2 displays.



The first display shows in the bottom area:

- Brake level, with emergency brake indicator "□□".
- Brake cylinder pressure (BC)
- Main air reservoir pressure (MR). Note that if this falls below the red zone (780kPa), the compressor starts up.
- Speed dial, with limit indicator (green arrow) and the "pattern approach" (□□□□□) indicator.

The upper part contains the electrical voltages and various indicators:

<ul style="list-style-type: none"> • Top-left : <ul style="list-style-type: none"> ◦ 3-phase (□□) ◦ Emergency short-circuit (□□□□) ◦ Snow resistant brakes (□□□□□) ◦ Safety Brakes (□□□□) ◦ Cruise control (□□) ◦ Parking brakes (□□□□□) 	<ul style="list-style-type: none"> • Top-right : <ul style="list-style-type: none"> ◦ Inching in progress (□□□□□□) ◦ Digital ATC (□□□□ATC) ◦ ATC ◦ Off (□) ◦ ATS power supply (ATS□□) ◦ Pattern reduction (□□□□□) ◦ Emergency operation (□□□□)
<ul style="list-style-type: none"> • Bottom-left, first line : <ul style="list-style-type: none"> ◦ TASC power supply (TASC □□) ◦ TASC pattern (TASC □□□□) ◦ TASC brakes (TASC □□□□) ◦ TASC off (TASC □) ◦ TASC failure (TASC □□) • Second line : <ul style="list-style-type: none"> ◦ Home position (□□□) ◦ Vehicle doors closed (□□□□□□) ◦ Platform doors closed (□□□□□□) ◦ Platform doors linkage (□□□□□□) ◦ Platform doors separation (□□□□□□) 	<ul style="list-style-type: none"> • Bottom-right : <ul style="list-style-type: none"> ◦ ATC normal (ATC□□) ◦ ATC emergency (ATC□□) ◦ Train stop operation (□□□□□) ◦ ATS in progress (ATS□□) ◦ ATC power supply (ATC□□) ◦ ATC release (ATC□□)

Consult the [MON/TIMS/INTEROS screen](#) page for more details about the TIMS screen.

Movie

<https://www.youtube.com/embed/3u3AYsLPxqk?si=4EeYz5COrfNpZDUR>

Useful links

Wikipedia : https://en.wikipedia.org/wiki/Keihin-Tōhoku_Line -

https://en.wikipedia.org/wiki/Negishi_Line

Driver's guide :

<https://docs.google.com/spreadsheets/d/1qFyJVimA8cCBda6lq064m5uuelpWd28X0FDERZQJ1fQ/edit#gid=426048143>

Timetables (in japanese) :

- Omiya ~ Ofuna(1275A) :

<https://docs.google.com/spreadsheets/d/1qFyJVimA8cCBda6lq064m5uuelpWd28X0FDERZ>

[QJ1fQ/edit#gid=1925692715](#)

- Omiya ~ Isogo (727B) :

[https://docs.google.com/spreadsheets/d/1qFyJVimA8cCBda6lq064m5uuelpWd28X0FDERZ](#)

[QJ1fQ/edit#gid=1693328926](#)

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