

Sanyo Shinkansen: Shin-Osaka to Okayama



Ver 1.1A with Shinkansen series 300 EMU beta1

3DModeling	T9Express
Route creation	T9Express
Dependency	CN Scenery by RWSO(included) SAD's Scenery pack

if you want use series 300 shinkansen EMU on other route, please make sure Kuju\RailSimulator and RSC\SECPack are been selected.

Note:

You can download SAD's work at <http://rail-sim.de>, no need to registry.

SAD's Albulabahn route with scenery pack:

<http://rail-sim.de/railsimnew/index.php/downloadscat/viewdownload/41-strecken/892-albulabahn>

RWSO or any other CN add-ons can be found on:

<http://www.trainsimchina.com/discuz/forum.php?gid=31>

Installation:

1, Install the CN Scenery pack and SAD's scenery pack

2, Install the route and scenario fix.

If you failed to install the rwp or rpk package via package manager, you can unzip it by using 7-zip and copy all file to your railwork dictionary.

About the Series 300 EMU:

1, it can be found at T9Express\Shinkansen\

2, Consist and train set

J/F Train set (16 cars):

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
323 MC	325 M1	329 TPW	326 M2	325 M1W	328 TP	326 M2K	315 M1S	319 TPS	316 M2S	326 M2K	328 TP	326 M2W	325 M1	329 TPW	323 MC

Fictional E set (8 cars CRH)

1	2	3	4	5	6	7	8
323MC	329M1W	328TP	326M2	326M2K	328TP	329M1W	323MC

Note, car No.16 in J/F set and No.8 in E set is 322TC in real world.

When edit consist, make sure the seats are facing forward.

History of Sanyo Shinkansen

Construction of the Sanyō Shinkansen between Shin-Ōsaka and Okayama was authorized on September 9, 1965 and commenced on March 16, 1967. Construction between Okayama and Hakata commenced on February 10, 1970. The Shin-Ōsaka to Okayama segment opened on March 15, 1972; the remainder of the line opened on March 10, 1975. The first Hikari trains, using 0 Series Shinkansen equipment, made the Osaka-Hakata run in 3 hr. 44 min. This was shortened to 2 hr. 59 min. in 1986 with an increase in maximum speed to 220 km/h. 100 Series Shinkansen trains, introduced in 1989, boosted maximum

speed to 230 km/h and reduced travel time to 2 hr. 49 min.

Tokyo-Hakata Nozomi services began on March 18, 1993, using 300 Series Shinkansen equipment. The Osaka-Hakata run was reduced to 2 hr. 32 min., at a maximum speed of 270 km/h. On March 22, 1997, the 500 Series Shinkansen entered service on Nozomi services between Shin-Ōsaka and Hakata, reducing the Osaka-Hakata run to 2 hr. 17 min. at a maximum speed of 300 km/h.

The 700 Series Shinkansen was introduced on Tokyo-Hakata Nozomi services on March 13, 1999, coinciding with the opening of Asa Station. On March 11, 2000, the new 700 Series trainsets were introduced on Hikari Rail Star services.

Ogori Station was renamed Shin-Yamaguchi Station on October 1, 2003.

The N700 Series Shinkansen was launched on Nozomi services on July 1, 2007, with a top speed of 300 km/h (compared to 285 km/h for the 700 series).

From the start of the revised timetable on March 12, 2011, new Mizuho and Sakura inter-running services commenced between Shin-Osaka and Kagoshima on the Kyushu Shinkansen using new N700-7000 and N700-8000 series 8-car trainsets.

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