

Kyoto Grand Central Station

The Kyoto Grand Central Station, Kyoto Central for short, is an partly underground 🚉 [transport hub](#) in downtown [kyoto](#), [Yamatai \(Planet\)](#). It serves little under 1 million passengers on each weekday, being the busiest hub in the entirety of the [Yamatai Star Empire](#). It is little under 500 meters (3000 ft.) broad. The clock tower, the highest part of the building, rises up to 300 metres (1000 ft). This tower is also the most prominent feature when spotted from the Kyoto skyline.

The station was built over the partly collapsed [geshrinopolis](#) Central station, and was completed in [YE 28](#). Its main architect was Hikoma Gesharamoru, with the funding being done directly by the [Senate of Yamatai](#) as part of their infrastructural restoration project.

The station is connected to 21 tracks that were fed by 7 railroads: two tracks coming from [central_uesureya](#), three from [teisenjou](#) and [uesureyan_fields](#), one from [tania](#), and one from Neta. The tracks are laid in a north-south direction. There is a large space-plane platform on the north side of the station. It also serves as a 🚌 [city bus](#) and 🚇 [subway](#) station, as well as offering 🚕 [taxicab](#) services.

Important Areas

Below is the information for several exterior and interior areas of the building.

Central Hall

Directly below the train tracks but above the subway, is the central concourse that allows for changing public transport services. It is mostly a open hall, divided into several sections. The West Concourse, at the west end of the station, is directly connected to the Bus station and to several station services, including coffee houses, a to-go supermarket, and the station's 🗺️ [Tourist Information Center](#). In the center, the Traverse Corridor passes underneath each track, and is connected to a staircase, but ascending and descending to train and metro lines, respectively. There are escalators and elevators as well at each track. In between these tracks, there are more shops and services, including the NIUS and ticket sales shops. On the northern end of both concourses is a smaller corridor, the Space Concourse, that allows access to the platform.

The East Concourse is connected to the main visitor lanes, with a Kiss & Ride system in place for quick drop-off. The taxi stands are also located here. There are a few shops at this side, most notably a book store and a fast-food restaurant. A medical emergency post is located here, as well as the main toilet block for travelers. The main surveillance station is located in a sealed-off area at this side.

Train Platforms

The train station above ground is a fully indoor station. A total of 12 platforms are available, of which 10 are 🏝️ [island platforms](#) and two 🚶 [side platforms](#). Each platform is 150 meters (500 ft.) long. The roof is

made of a large glass and steel shed, which is carried by almost 600 steel beams. The platforms are lit by overhead light at nights, with [volumetric](#) information boards at each 30 metres. The staircases enter the platforms around the middle of each platform. There are small vending kiosks on most of the tracks, as well as toilet facilities on some. South of the station is a small maintenance station connected to rail 1.

Metro Station

There are a total of 12 metro lines entering the station underground, which means twelve staircases connect the central hall to the metro line below. The station acts as an immediate support to the station above, with many pillars supporting the floor of the Central hall. The platforms are 100 metres long, with the staircase entering in the middle and [volumetric](#) information boards at each 20 metres. Elevators lead directly to the train station above.

Bus Hub

Outside of the West Concourse is a semi-roofed bus hub that services most of [kyoto](#). There are a total of 10 bus platforms, which are unroofed. Each platform has one [Volumetric Display](#) board. The main waiting point is the sheltered entrance to the West Concourse, although there are bus shelters on the platforms as well. The buses are sheltered at night in an underground garage some distance north of the station. The main entrance of the West Concourse is located a small distance south from the Hub to allow travelers to avoid bus crowds, who have an entrance further north.

Space-plane Platform

The platform responsible for servicing [kyoto](#) with [PAINT](#) was built in [YE 36](#), between platforms 4 and 8. They are accessible by the same elevators and staircases that access these platforms, although there are secondary elevators at the northern end that lead directly to the Space Concourse, allowing quick access to the city. Since [SAoY](#) operates this platform, there is a heightened security presence. The platform extends for 300 meters and is 100 meters broad, allowing one [Starliner](#) to dock at a time. One such vessels enters and leaves the platform every two hours, bound for either [Fort Minori Reserve Center](#), which is a military transport, or [white_harbor](#), [Anisa System](#). The planes are boarding using a platform, which prevents the need of runway lanes. Nevertheless, several skyscrapers in a 4 km (2 miles) radius were leveled to allow for emergency runway landings. In [YE 40](#), the platform was partly covered to allow the vessels to dock into a hangar.

Clock Tower

Directly above the center of the West Concourse, just before platform 1, is located a large clock tower that was built in [YE 32](#) on recommendation of architect Ayi Komofume. The main reason for its building was to allow travelers to know the time when entering the station, and provide tourists with a focal point

after entering or leaving [kyoto](#). A small corridor, that is connected to a secure maintenance station at the West concourse, connects the clock tower to the station, and a large revolving staircase leads directly to the clock's machine room. A small 🕒 [Chiming Clock](#) was installed in [YE 33](#), and sounds each hour. The clock is only a 100 kg 🕒 [bell metal](#) bell, it's distinctive sound can be heard often throughout the dense district of Downtown [kyoto](#).

Outside Connections

- [port_xenn-kyoto](#) Line
- [tania-kyoto](#) Line
- [central_uesureya-kyoto](#) Line
- [Teisenjou-kyoto](#)- Line
- [pagoda_no_uesureya-kyoto](#) Line
- [uesureyan_fields-kyoto](#) Line
- [Neta-kyoto](#) Line

OOO Notes

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