Announcement of expected procurement of diesel railcars

As a basic policy of East Japan Railway Company (JR East), with respect to procurement of goods, JR East broadly seeks high-quality and low-cost goods, with sufficient after-sales service, both domestically and from abroad.

JR East plans to replace the aged diesel railcars on its Hachinohe Line in the future. For the procurement of the new railcars, JR East plans to invite a broad range of applications from suppliers, both domestic and foreign. As with the procurement of the CBTC (Communication Based Train Control) in June 2012, JR East hopes that many new suppliers, both domestic and foreign will apply for this procurement. To this end, JR East announces its expected procurement of diesel railcars for its Hachinohe Line, as outlined below.

The period for applications, the application procedures, and an outline of the procurement, etc. will be publicized on the JR East website at a later date.

1. Goods to be procured:

18 diesel railcars for the Hachinohe Line

2. Start of operation of the railcars:

After 2017

3. Other:

Please refer to the attached sheet for further information on the Hachinohe Line.

* The above procurement project is still in the planning stages, and it may change without prior notice. An official announcement will be made at a later date.

Outline of Hachinohe Line

Hachinohe Line is a conventional line connecting Hachinohe Station (Hachinohe City, Aomori Prefecture) and Kuji Station (Kuji City, Iwate Prefecture). While the line primarily provides regional transport for those commuting to work or to school, the line is also used by sightseeing customers as it connects to the Tohoku Shinkansen at Hachinohe Station.

During winter, it snows in the Hachinohe Line service area.

(1) Service km:

64.9 km (non-electrified single line)

(2) No. of stations: 24

(3) Gauge: 1,067 mm

(4) Maximum operating speed: 85 km/h*

(*Maximum operating speed of the diesel railcar currently in use is 95 km/h.)



[Route map]

