

Learn the railway. Notice the traveller.

Osaka / Kyoto / Tokyo - a working notebook for independent field study

A method you can use anywhere

01 Predict

Record the advice before travelling. State the actual starting gate or street, destination, luggage and preference for fewer changes or less walking.

02 Verify

Check the material instructions against current operator information and station displays. Correct an unsafe or unusable instruction before acting on it.

03 Observe

Separate walking, waiting and riding. Notice signs, stairs, lift queues, seating, crowding and decisions that a route planner leaves unexplained.

04 Review

Mark each claim correct, incorrect or unverified. Classify its consequence separately: critical, major or minor. Record whether you travelled independently, needed clarification or needed external help.

These exercises inform future Fumi travel guidance through written observations. No live Fumi service or account is needed. Proposed routes are not timetables or confirmed bookings.

Work out of the passenger flow. Follow station rules and staff instructions. Photograph infrastructure only where permitted, avoiding identifiable bystanders and private tickets.

Learn the network.

2-3 flexible days / Arrival rail, subway orientation and an operator change

01 / The airport-to-city handover

Kansai Airport > Rinku Town; later Rinku Town > Nankai Namba > Metro Namba > Hommachi

Separate the arrival exercise from the city transfer if that better suits your energy. Identify JR and Nankai gates, check the train stops at your destination and confirm whether an additional ticket is required. At Namba, follow the signs to Osaka Metro before looking for the northbound Midosuji platform.

Observe: Time the walk between operator gates. Which sign first tells you this is the right Namba? Where could a tired traveller confuse the two systems?

02 / Build a mental map of the Midosuji Line

Hommachi > Shinsaibashi > Namba > Umeda > Hommachi

Break the route into short rides and walks. At each station, read the next stops and choose an exit for a specific street. In Umeda, find the signed route to JR Osaka and identify how the station names differ.

Observe: Compare the effort of a short train ride with the surface walk. Note where line colours help, and where an operator or station name matters more.

03 / Change from subway to JR

Hommachi > Morinomiya on the Chuo Line > JR Osaka Loop Line > JR Osaka > Metro Umeda > Hommachi

Use the Chuo Line to Morinomiya and find the JR connection. Select a train whose current destination and stops suit the journey to Osaka. Follow signs from JR Osaka to Metro Umeda for the return.

Observe: Count gate boundaries and level changes. Record the transfer walk, whether a lift is easy to locate and whether the suggested connection feels comfortable.

Bring back: one clear operator-change instruction, one checked ticket distinction and three observations. An Osaka Loop Line train does not necessarily keep circling: confirm its destination and stops.

Kyoto: the first approach.

Day-trip modules / JR, subway, walking and one useful bus ride

K1 / Arrive by JR, then change to the subway

Hommachi > Umeda > JR Osaka > Kyoto > Karasuma Oike > Higashiyama

Do: Use the Midosuji Line to Umeda, walk to JR Osaka and choose a suitable Kyoto-bound JR Kyoto Line service. At Kyoto, transfer to the Karasuma subway line; change at Karasuma Oike to the Tozai Line towards Higashiyama.

Observe: Separate arrival at Kyoto from arrival at the subway platform. Compare the route planner's transfer allowance with the actual walk, gate and waiting time.

Check & bring back: Identify JR and subway gates independently. Explain why arrival at Kyoto Station is not the end of a journey to Higashiyama.

K2 / Walk first; add one useful bus journey

Higashiyama / Gion area > one verified local bus segment > Gion-shijo > Yodoyabashi > Hommachi

Do: Explore one compact walking area. Select a short bus leg from the current stop board if it improves the route. Return from Keihan Gion-shijo using a suitable service to Yodoyabashi, then Midosuji to Hommachi; check whether your selected service needs a change.

Observe: Read the bus stop side, destination and payment instructions. Notice queues, seating and the difficulty of hearing the stop announcement. Compare the Keihan return with the morning JR approach.

Check & bring back: Most Kyoto City buses use rear boarding and payment on exit; EX100 and EX101 use front boarding and payment on entry. Confirm the actual service. Skip the bus if crowded or unnecessary.

Keep one verified route note, three human observations and one question to investigate. Label the conditions of the visit; one observation is not a universal transfer time.

Kyoto to Nara.

Second outing / Verify the stopping pattern and compare two Nara stations

K3 / Choose a service to Inari

JR Kyoto > JR Inari on the Nara Line > shrine district

Do: On the second outing, start at Kyoto Station and find the Nara Line. Confirm Inari in the selected train's stopping pattern. JR Inari and Keihan Fushimi-inari are different stations.

Observe: Record how easy it is to find the right line and determine whether the train stops. Note the transition from station signs to the shrine approach.

Check & bring back: Kyoto's current official guide lists rapid as well as local JR services stopping at Inari. Do not repeat an outdated "locals only" rule; recheck the live board.

K4 / Continue to Nara; return by another operator

JR Inari > JR Nara > park / town walk > Kintetsu-Nara > Osaka-Namba > Metro Namba > Hommachi

Do: Choose a suitable JR Nara-bound service and verify any change. After the visit, make your way to Kintetsu-Nara. Check whether the chosen Osaka-Namba service is direct, and whether it requires a limited-express ticket.

Observe: Compare the walk from each Nara station to the area you visited. At Osaka-Namba, find the Metro connection rather than following a familiar Namba name blindly.

Check & bring back: Explain the trade-off between JR Nara and Kintetsu-Nara. This is a full day: shorten the sightseeing or make Nara a separate outing if necessary.

Keep one verified route note, three human observations and one question to investigate. Label the conditions of the visit; one observation is not a universal transfer time.

Tokyo: gates and operators.

First modules / Keiyo transfer, JR, Metro and Toei

T1 / Tokyo Station to the Keiyo Line

Tokyo Station > Keiyo Line platforms > Shiomi > a chosen street exit

Do: Begin at a clearly recorded Tokyo Station concourse or arrival gate. Follow Keiyo signs, take a service stopping at Shiomi and locate a specific street destination. Reverse the journey if useful.

Observe: Time the corridor walk separately from the train. Count level changes, identify a step-free alternative and note where someone might think they are already at the platform.

Check & bring back: Give a realistic transfer allowance based on your observation, labelled with the conditions of that visit. Do not treat the number as universal.

T2 / Connect JR, Metro and Toei

Shiomi > Hatchobori > Ueno > Asakusa > Higashi-ginza > Hatchobori > Shiomi

Do: Use JR Keiyo to Hatchobori, Metro Hibiya to Ueno and Metro Ginza to Asakusa. Return via Toei Asakusa to Higashi-ginza, Metro Hibiya to Hatchobori and JR to Shiomi. Verify services and gate instructions on the day.

Observe: Compare the signed transfer with the route advice. Note whether gates, street walks or separate operators change the experience. A short Toei bus exercise can replace part of the day if you identify a useful current route.

Check & bring back: The Tokyo Subway Ticket does not cover the JR Keiyo sections. Record ticket coverage before travelling, not only after a gate rejects it.

Keep one verified route note, three human observations and one question to investigate. Label the conditions of the visit; one observation is not a universal transfer time.

Tokyo: exits and airport rail.

Later modules / Major stations and a controlled departure journey

T3 / Read a major station, then recover calmly

Tokyo > Shinjuku by JR Chuo Rapid > Shibuya by JR Yamanote > a verified return route

Do: At Shinjuku, choose a real destination and its useful exit. Compare the street reached with the original instruction. Continue to Shibuya and plan the return using current signs and services.

Observe: Record where a large station name conceals a long walk. Look for lift queues, crowding, construction diversions and decision points that require more detail than "leave the station".

Check & bring back: If you emerge at an unhelpful exit, stop somewhere safe, reorient and record the recovery. Do not deliberately create a problem at a crowded gate or platform.

T4 / A controlled airport transfer

Shiomi > Tokyo > JR Hamamatsucho > Tokyo Monorail > the verified Haneda terminal

Do: Use a suitable JR service from Tokyo to Hamamatsucho and follow the Monorail connection. Choose the airport terminal from your current airline ticket. Compare a Keikyu alternative on paper before travelling.

Observe: Record luggage effort, the transfer walk and whether terminal names are clear. Separate the station arrival from the final airline check-in area.

Check & bring back: Finish experiments before a time-critical departure. Use a generous margin, the actual flight terminal and current airport instructions. A Terminal 3 hotel does not determine a flight's terminal.

Keep one verified route note, three human observations and one question to investigate. Label the conditions of the visit; one observation is not a universal transfer time.

Before the gate.

A small preparation checklist - use current operator instructions

Train choice

Check operator, line, destination, service type, stopping pattern and platform. A familiar line colour alone is not enough.

Tickets and IC cards

Use the same card or device for entry and exit. Coverage is not universal. Some limited-express and reserved-seat services require an additional ticket. A stored-value balance does not buy a Shinkansen reservation.

Shinkansen and luggage

Confirm Shin-Osaka rather than Osaka, your train and car, and the boarding method for your booking. Check JR Central baggage rules before bringing a large case. Atami requires a service that stops there.

Day trips and buses

Keep the return route available. For Kyoto City buses, ordinary routes and EX100/EX101 have different boarding/payment patterns. Follow the instructions for the actual bus.

Departure day

Use the terminal on the current airline ticket. Finish experiments before a time-critical airport transfer and allow for the station-to-check-in walk.

Official references

[Nankai airport trains](#)

[JR West route finder and station maps](#)

[Kyoto City bus guidance](#)

[Tokyo Metro maps](#)

[SmartEX boarding guide](#)

[JR Central baggage rules](#)

One journey. One useful record.

Blank public worksheet / Keep personal bookings and medical records elsewhere

Exercise / date / conditions

Start station, gate or street / destination and useful exit

Operator / line / service / direction / ticket used

Advice recorded before travel / claim to check

Walking / waiting / riding / transfer time

What worked / what caused uncertainty or effort

Human observation a planner missed

Correct, incorrect or unverified / evidence or official source

Consequence: critical, major or minor / help required

Correction / next question

Use general station and route details. Do not add reservation references, credentials or private contact details to a copy you intend to share.
