Instruction Manual

JR EAST Train Simulator supervised by East Japan Railway Company / produced by ONGAKUKAN Co., Ltd.

0 Introduction

About This Game

Ongakukan and JR East have teamed up to bring you a simulator that has a wealth of experience in train driving simulators. You can experience the professional simulator actually used by JR East drivers for training at home.

Features

- High-definition images of JR East's train lines are captured in live-action. You can drive the train from the same perspective as the driver. You can enjoy driving from the same point of view as the driver.
- The sounds emitted from the trains and tracks in the simulator are recorded by JR East using actual trains, so you can experience the realistic running sounds that a driver would feel comfortable driving.
- The instrument panel displays the speedometer and other data just like the actual vehicle, and operates faithfully according to driving operations, speed, etc. The sound and instrument panel display will switch to that of the vehicle when the type of vehicle being experienced is changed.

1 Line and station selection

① Select the line from the menu page and confirm with the Enter key.

② Then choose which station to start driving from and confirm again.

Menu interface

(The selected line is outlined in yellow)

Selection interface

2 Difficulty

Choose the difficulty based on your experience from the level selection menu.

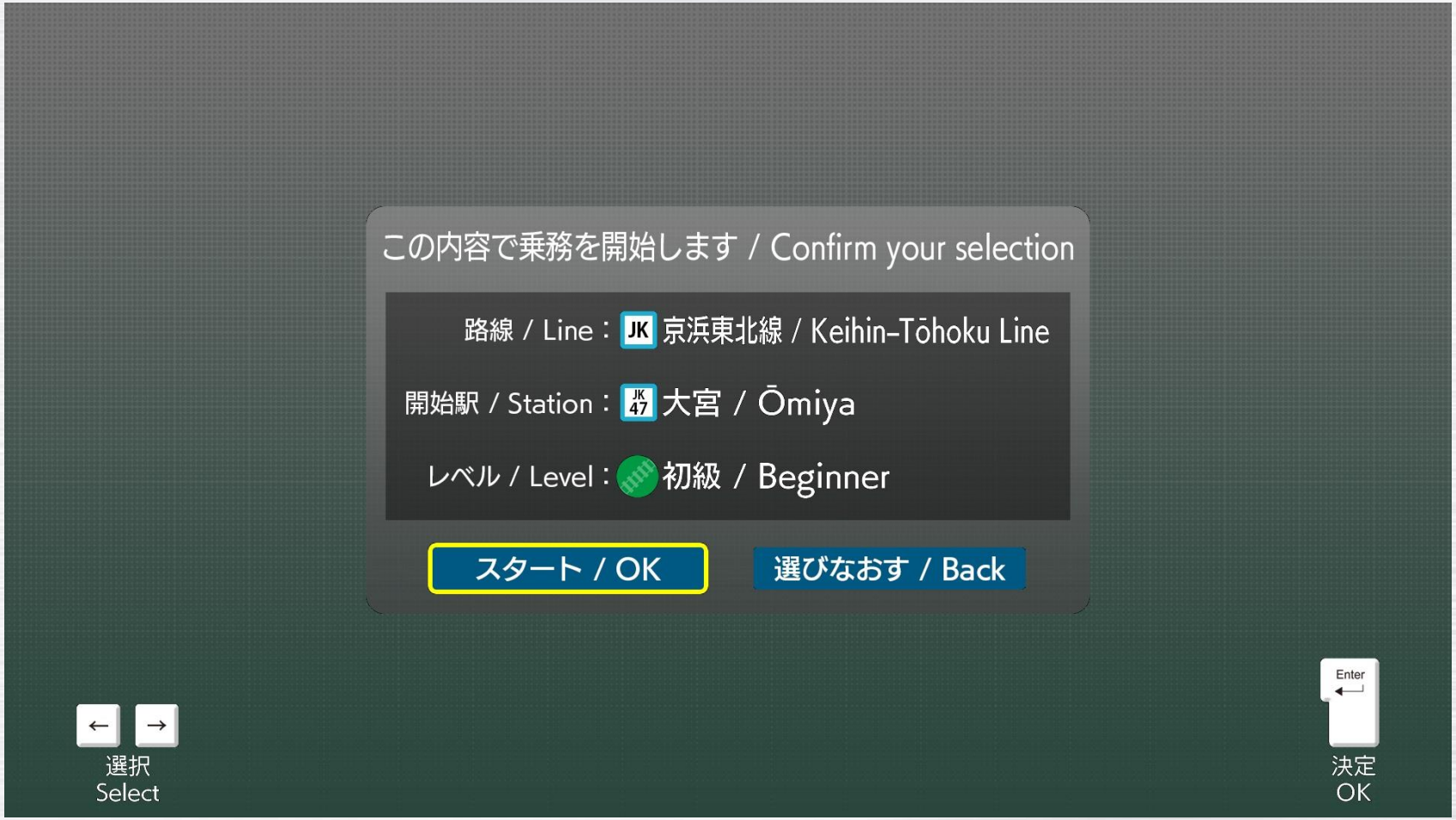
Beginner: While driving, the distance to the next station and the scheduled time of arrival are displayed. There is a +/- 5m leeway when stopping at the station.

Intermediate: The distance to the next station and the scheduled time of arrival are displayed. There is a +/- 3m leeway when stopping at the station.

Advanced: No information are displayed on screen, giving a realistic experience of operating the train. There is a +/- 1m leeway when stopping at the station, and in case you go beyond the 1m limit, you will have to reverse and correct the stopping position.

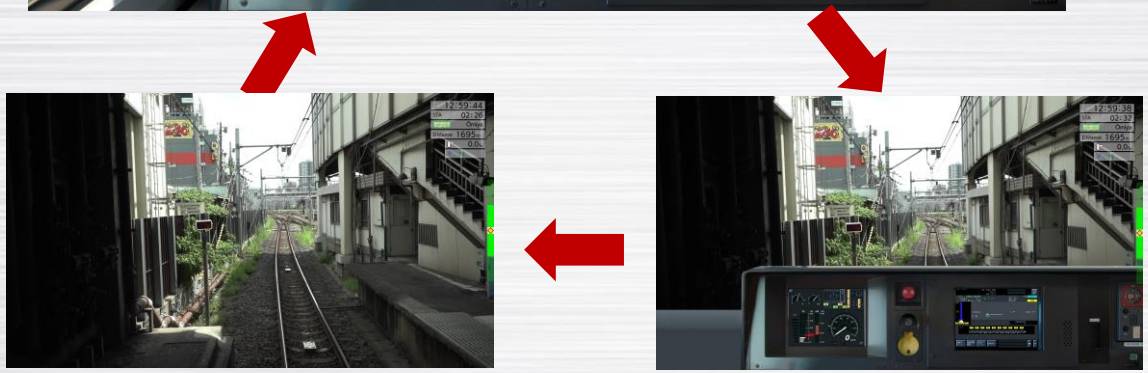
3 Confirmation screen

This screen allows you to double check your choices. Pressing the [OK] button will start the game.



4 Driving interface

The session begins while stopped at the selected starting station.
After 20~30 seconds, the doors will close automatically, and you can start driving.



You can switch the driver cabin view by pressing the [C] key.
Normal view, simplified view or no console.

HUD (Heads-up Display)

Displays the distance and scheduled arrival time to the next station.

The number at the bottom shows the incline of the track (a negative number represents a downward slope).

Pressing the [V] key will show or hide the information HUD.

Stopping position marker

Displayed when entering the station.

The train's position is represented by a moving diamond shaped mark; as the train nears the stopping point, it will appear from the top of the screen.
The centre of the green bar is the designated stopping point.

5 Driver Console

The meters, lamps and information displayed on the driver console are the same as on real trains.

Depending on the train model in use, the displayed meters and signals will change to reflect the correct ones.

When stopped at a station, if the doors are open, the pilot lamp will be off, if the doors are closed, it will be lit up.

Keihin-Tohoku Line
(E233 series EMU)

Hachiko Line
(Kiha 110 series DMU)

Pilot Lamp

6 Driving① Departure

When at a station, once the doors close the pilot lamp will turn on.
(In the case of DMU, there will also be a departure signal buzzer from the conductor.)

You can then accelerate and depart.

In beginner mode, if the pilot lamp turns on but you don’t depart, a guidance screen will pop up.

7 Driving ② Traveling

Drive until the next station.

- Going over the speed limit or not respecting the signals will result in automatic braking.
- **Inactivity for over 1 minute while in motion will cause an alarm to ring.**

  If there is no activity (pressing the deadman reset switch reset button, sound the horn etc.) for 5 seconds while the alarm is ringing, the driver is considered incapacitated (deadman switch) and the emergency brakes will activate.

- If the emergency brakes activate automatically, put the brakes in the “Emergency” position manually.

  Once you release them, the automatic brakes will release too.

The Keihin-Tohoku line doesn’t have any signalling on the tracks, so the speed limit is shown as a yellow triangle on the speedometer.

8 Driving ③ Stop

The objective is to stop at the marked stopping point at the next station.

Beginners will have a 5m, intermediate a 3m, and advanced players a 1m margin within which to stop, and the doors will open.

In case of a stop past the marked stopping point, beginners and intermediate level players will be automatically reset to the correct position, while advanced players will have to put the train in reverse and correct manually.

For beginner and intermediate levels, in case you go beyond the stopping point the train will automatically reset to the correct position.

9 Pause, session end

Pause

While driving, press the [P] key to pause, and once again to resume.

End the session

When you arrive at the last stop, the session will conclude, and the game will automatically go back to the main menu.

You can also end the session early during play, by pressing the Escape key to go back to the main menu at any moment.

Pause Screen

10 Mouse and Keyboard controls

Mouse Controls

Braking/Throttle down ・・・・・・・・・・・・・Scrollwheel UP ↑ ／ Scrollwheel DOWN ↓
Release brakes/Throttle up ・・・・・・・・・・Scrollwheel UP ↑ ／ Scrollwheel DOWN ↓
Neutral gear (no brakes or throttle) ・・・・・Scrollwheel click

Keyboard Controls

・1-handle driver console (E233 series 1000) controls:
Emergency Brakes ・・・・・・・・・・・・・・・・・[1]
Braking/Throttle down ・・・・・・・・・・・・・・[Q]
Neutral gear (no brakes or throttle) ・・・・・・・[S]
Release brakes/Throttle up ・・・・・・・・・・・[Z]

・2-handle console (Kiha 110 series) controls:
Emergency Brakes ・・・・・・・・・・・・・・・・[/]
Braking ・・・・・・・・・・・・・・・・・・・・・[.]
Release brakes ・・・・・・・・・・・・・・・・・[,]
Neutral gear (no brakes) ・・・・・・・・・・・・[M]
Throttle up ・・・・・・・・・・・・・・・・・・・[Z]
Throttle down ・・・・・・・・・・・・・・・・・・[A]
Neutral gear (no throttle) ・・・・・・・・・・・[S]

・Other controls:
Reverser Forward/Reverse ・・・・[Up ↑] ／ 「Down ↓]
Deadman switch reset ・・・・・・・[E]
Horn (Level 1) ・・・・・・・・・・[Enter] / [BackSpace]
Horn (Level 2) ・・・・・・・・・・[BackSpace] *Only for models with 2 levels
Switch cabin view ・・・・・・・・・[C]
Show/Hide HUD ・・・・・・・・・・[V]
Pause game ・・・・・・・・・・・・[P]
Go to main menu ・・・・・・・・・・[Esc]

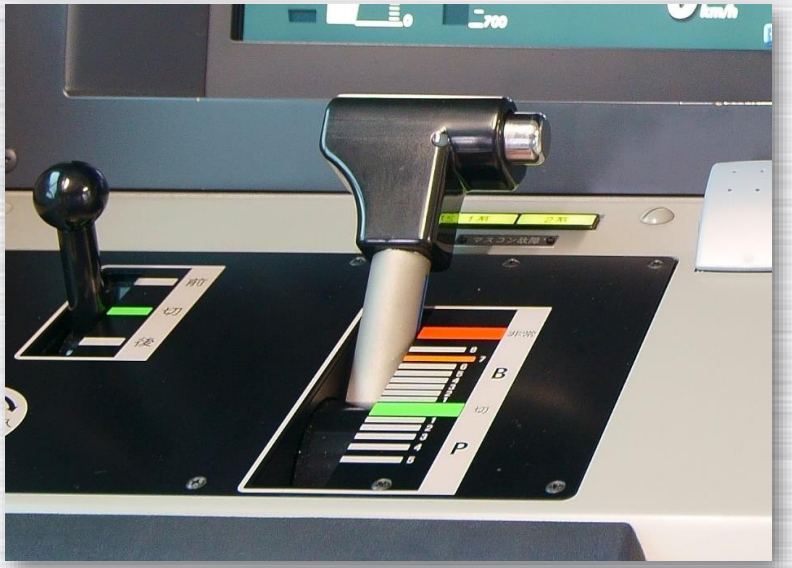
11 Train model introduction: E233 Series 1000

The E233 series is a Direct Current electric train that made its appearance in 2006, and the 1000 model was developed to be used on the Keihin-Tohoku line.

For better reliability, all the critical mechanical systems are redundant (doubled), so that if one fails, there is a backup that allows for uninterrupted service. It also adopts many universal design and accessibility features, like lower hanging straps and luggage racks in the women-only passenger car and the priority seats, as well as marking the priority seats area clearly.

The master controller consists of one lever, and the driver controls the speed of the train using the single handle on the left side of the console.

It employs the D-ATC train protection system, and the signals and traffic signals appear on the speedometer screen. For this reason, there are no physical traffic signals along the rails on the Keihin-Tohoku line.



12 Train model introduction: KIHA 110 Series

A diesel multiple unit (DMU) train that was developed by JR East in 1990 in an attempt to improve the rural lines service.

It comes in a wide variety of rolling stock, with different lengths of the body, with single or dual driver cab, catering to the conditions and characteristics of the route. With its acceleration capabilities, comparable to electric trains, it contributed greatly to the speeding up of the rural lines.

The master controller consists of two levers, and the driver controls the speed of the train using the handle on the left, and the brakes with the one on the right side of the console.

The trains of the Hachiko line adopt the ATS-P system, and the driver follows the signalling along the rails while driving.

The mechanical transmission consists of 3 different levels of conversion: gear shift, 1st direct gear and 2nd direct gear. The gear change automatically depending on the speed detected, and at around 50 Km/h and 70 Km/h the engine noise changes.