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 Introduction video, Menu screen

Once you initialise the simulator, the introduction video will play, followed by the main menu screen.

【Introduction video】

The opening video introduces an array of images of JR East’ s crew and trains. Skip by pressing Enter.

【Main Menu screen】

Drive: Proceed to the simulation.

Close: Will close the program.

Settings: Displays all the settings.

2 Line selection

The lines available are displayed in a list.

Once you choose the line to drive on, press OK to confirm.

3 Departure station selection

Select the station from which to depart, then confirm with OK.

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.

Driving information（HUD）

Displays the current speed, 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.

You can switch the driver cabin view between normal, zoomed in or no console view by pressing the [C] key.

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.

E233 series 3000 EMU
(Tokaido Line)

211 series EMU
(Oito Line)

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.

If you idle when the pilot lamp is lit, after a while the operation guide will pop up.

(can be turned off from the settings menu)

7 Driving ② Traveling

Drive until the next station. (*) ……By default setting, it is done automatically.

Signalling confirmation and Safety systems

・Going over the speed limit or not respecting the signals will result in automatic

・If the emergency brakes activate automatically, put the brakes in the “Emergency” position manually.
Once you release them, the automatic brakes will release too. (*)

◆ In the **ATS-Ps installed section, the automatic brakes not release just by putting the brakes in the “Emergency” position .**
See next page for the description of ATS-Ps.

EB alarm

・**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. (*)

Signalling on the tracks.

In the case of some safety systems(ATC, for example), There are not any signalling on the tracks, so the speed limit is shown as a yellow triangle on the speedometer.

7 Driving ② Traveling

ATS-Ps system (Oito line etc.) (*) ……By default setting, it is done automatically.

The train models that support ATS-Ps are equipped with a display as shown below.
Your speed and speed limit of the own train are displayed with lamps.

When entering the speed limit section, the bell will ring and the chime sounds “Ding Dong…” to alert the driver.

The driver must operate one or more brakes within 5 seconds and press the ATS confirmation button to make the train aware that it has been confirmed. (*)
At this time, the bell will stop ringing, but the chime will continue to sound until it passes through the caution section and the driver will stop it manually.

If the confirmation operation of the bell sound is delayed or when driving at a speed that makes it impossible to stop before a stop signal, the emergency brakes will activate and the train will stop.

To release the brakes, the driver must operate the ATS reset switch with the brake in “emergency”. (*)
After the train passes through the warning section and stops at the next station, press the alarm stop button (X key) to stop the chime sound.

Your Speed

If the speed up and reach right speed limit display, emergency brake will activate.

Speed limit display

The speed allowed is shown.
When approaching a stop signal, this display also gradually descend from right to left.

8 Driving ③ Stop

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

If you stop within a margin of 5 metres from the stopping point (can be configured from the settings menu), the doors will open.

If you go past the stopping point, the simulation will automatically take you to the correct position. (From the settings menu, this operation can be changed to manual)

9 Pause

While driving, press the Escape key to pause, and once again to resume.
From the pause screen, you can select a different station.
You can also end play, by choosing [End play], and the game will go back to the main menu.

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 controls:
(e.g. E233 series)

Emergency Brakes ・・・・・・・・・・・・・[1]

Braking/Throttle down ・・・・・・・・・・[Q]

Neutral gear (no brakes or throttle) ・・・[S]

Release brakes/Throttle up ・・・・・・・[Z]

・2-handle console controls:
(e.g. 211series)

Emergency Brakes ・・・・・・・・・[/]

Braking ・・・・・・・・・・・・・・・[.]

Release brakes ・・・・・・・・・・[,]

Neutral gear (no brakes) ・・・・・[M]

Throttle up ・・・・・・・・・・・・[Z]

Throttle down ・・・・・・・・・・・[A]

Neutral gear (no throttle) ・・・・[S]

10 Mouse and Keyboard controls

Keyboard Controls

- Other controls:

* Not available for the train model that doesn’ t have the equipment.

Switch cabin view ・・・・・・・・・ [C]
Show/Hide HUD ・・・・・・・・・・ [V]
Pause game ・・・・・・・・・・・・ [Esc]

Reverser Forward/Reverse ・・・・[Up↑] ／「Down↓]
Deadman switch reset ・・・・・・ [E]
Horn (Level 1) ・・・・・・・・・・ [Enter] / [BackSpace]
Horn (Level 2) ・・・・・・・・・・ [BackSpace] *Only for models with 2 levels

ATS confirmation Button ・・・・・・ [Space]
Alarm stop Button ・・・・・・・・・・ [X]
ATS Reset Switch (Service) ・・・・・ [Y]
ATS Reset Switch (Emergency) ・・・ [U]
Communication buzzer ・・・・・・ [B]

Inching Button ・・・・・・・・・・・・・・・・・・ [/]
Cruise control/Speed suppression (2) Button ・・・ [.]
Speed Suppression (1) Button ・・・・・・・・・ [,]
Hill start Button ・・・・・・・・・・・・・・・・・ [M]
TASC off switch ・・・・・・・・・・・・・・・・・ [Z]

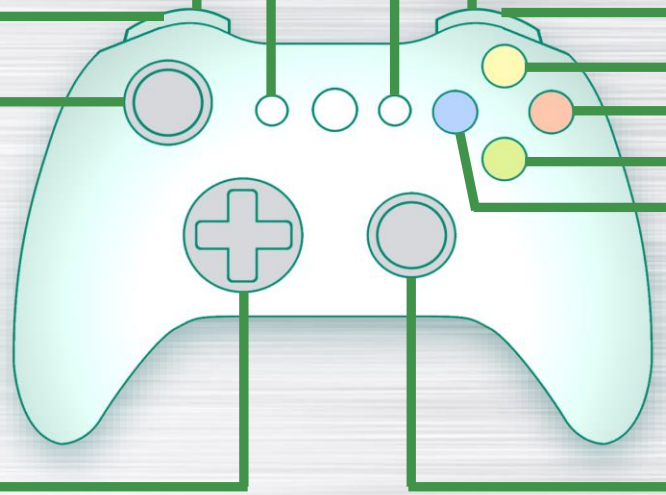
11 Xbox 360 Controller control

[View] **Switch cabin view**

[LT] **Horn**
Half push・・・Horn (Level 1)
Deep push・・・Horn (Level 2)
*Only for models with 2 levels

[LB] **ATS confirmation Button**

[Left stick] **Reverser**
↑ ・・・ Forward
↓ ・・・ Reverse



[Menu] **Pause**

[RT] **Deadman switch reset**

[RB] **Alarm stop Button**
[Y] **Speed Suppression (1) Button**
[B] **Cruise control/Speed suppression (2)**
[A] **Braking** *Only for two-handle type
[X] **Release brakes** *Only for two-handle type

[Directional pad] **Master controller**
↑ ・・・ Main handle throttle down
← ・・・ Main handle neutral gear (no throttle)
→ ・・・ Main handle emergency position
↓ ・・・ Main handle throttle up

[Right stick] **Hill start Button**

12 Setting

You can change or adjust all kinds of settings on this screen.
When you select a setting item, a description of the setting and a preview are displayed on the right.

Restore Default・・・Reset settings to default

Play Movie ・・・・・Play the introduction video

System setting screen

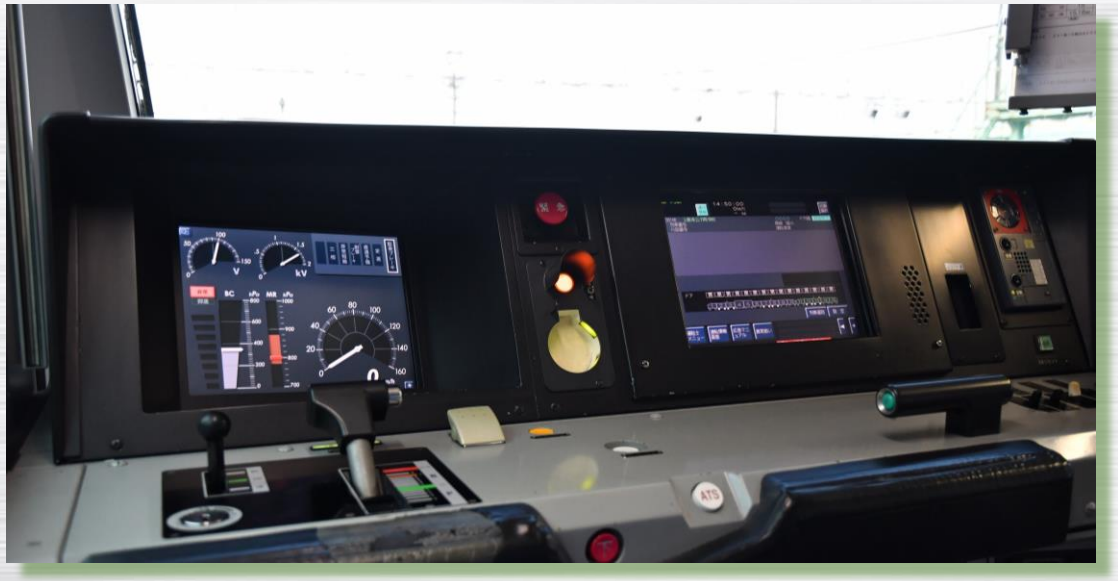
Display setting screen

13 Train model introduction: E233 Series 3000 model

The E233 series 3000 model is a Direct Current electric train that made its appearance in 2008, derived from the Chuo line rapid service model 0, it was developed to be used on the Tokaido, Takasaki and Utsunomiya Lines.

Designed to be used coupled with the E231 series, in use since 2000, things like its acceleration were set up to match with the E231; the standard setup is a 10 car train with two 2-level green cars.

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.
For the safety system, it uses the ATS-P system, and the driver follows the signalling along the rails while driving.



13 Train model introduction: E233 Series 0 model

The E233 series is a Direct Current electric train that made its appearance in 2006, and its first model, the model 0, was developed to be used on the Chuo line rapid service.

For better reliability, all the critical safety and mechanical systems like the pantograph are redundant (doubled), so that if one fails, there is a backup that allows for uninterrupted service. The fontal part is constructed to absorb impacts, so that in case of a collision the driver and the passengers are protected from breakages.

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.
For the safety system, it uses the ATS-P system, and the driver follows the signalling along the rails while driving.

15 Train model introduction: 211 Series

The 211 series is a semi-long seat electric train that made its appearance in 1985. Aiming for an energy conserving, low maintenance train, the interiors and equipment in use until then were fundamentally revised, for example the frame was made of lightweight steel and regenerative braking was introduced.

1000 and 3000 model were Initially designed for the Takasaki/Utsunomiya lines, since the Oito line runs through Nagano prefecture, part of the equipment of the 3-car setup was modified to be snow-resistant, along other modifications like changing to smaller pantographs to fit narrow tunnels, and rewrapping of the exterior.

The master controller is a two-handle type, and the driver controls the acceleration with the handle on the left side of the console, and brakes with the one on the right.

For the safety system, on the Oito line it uses both the ATS-P and ATS-Ps systems, and the driver follows the signalling along the rails and ATS-Ps indicator on the driver console while driving.