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About This Content

The wonderfully scenic Hokkaido region, by Partner Programme developer Union Workshop, brings the coastal Hidaka Main Line to life!

In 1913, the Tomakomai Light Railway opened a 2 ft 6 in gauge rail line between Tomakomai and Tomikawa, running along the south coast of Hokkaido, Japan's second largest island. Additionally, there was also a line between Tomikawa and Shizunai, operated by the Hidaka Takushoku Railway.

In 1927, both railway companies were nationalised to form the Hidaka Line, and from 1929 until 1931, the now-unitary coastal route was re-laid using the more commonly used 3 ft 6 in "Cape" gauge. Further developments would continue, such as the extension of the line to Hidaka-mitsuishi in 1933 and the eventual terminus at Samani in 1937.

The Hidaka Main Line was first and foremost a passenger route, linking the nearby towns and communities together with both local, rapid, and even regional services. Every May, a special 'tourist train' was timetabled as a through connection with the Chitose Line.

The line was never a bustling one, it was not that sort of railway and it needn't be, single diesel railcars formed the backbone of the Hidaka Main Line – including the bespoke KiHa 130 Series. The small fleet of 11 KiHa 130 DMUs were built to replace the older KiHa 40s, and started work on the Hidaka Main Line in 1988.

While the passenger life on the KiHa 130s was a peaceful one, the job of the driver was two-fold; not only did they have to drive the services, they were also in charge of selling tickets and the passengers' welfare. Called the 'one-man train', working the

Hidaka Main Line is the ultimate example of Driver Only Operation!

While capable of transporting the handful of passengers, and keeping to timetable, the KiHa 130 fleet was short-lived. Accelerated wear and tear from the salty, coastal, corrosive atmosphere, took its toll on the 130s, and before long they were not up to scratch. The irony being, that when the KiHa 130 fleet was forced into early retirement between 2000 and 2001, it was the KiHa 40s that once again took charge.

In its heyday, the Hidaka Main Line stretched across over 146 km of coastline, however that all changed in 2015 when a storm, and later a tornado, devastated the line; severing it beyond Atsuga. To put a stopper on disruption, JR Hokkaido put a bus service in place between Mukawa and Samani, with the railway now only active between Mukawa and Tomakomai. With passenger numbers so low in the first place, any thought of repairing the line and reinstating a full service has been abandoned.

While a shadow of its former self, the line still offers spectacular Japanese coastal views, sedate operations through fields of green, and a peaceful ambience as you trundle by. Union Workshop brings the Hidaka Main Line to Train Simulator as it is today, starting at Tomakomai and ending at Hidaka-mombetsu, not far from where the line is severed. In a mix-of-era approach, they are also reviving the KiHa 130 DMU, and driving this tiny railcar will be a most unique experience for even the well-practised of drivers!

Included Scenarios

The Hidaka Main Line: Tomakomai - Hidaka-Mombetsu Route Add-on includes seven challenging career scenarios for the route:

- Your first day on Hidaka Main Line
- The Spring of the Northland
- Mr. Driver, Take Her to Sea
- Expect the unexpected
- Winter storm
- Shuttle train
- Time to Say Goodbye

More scenarios are available on Steam Workshop online and in-game. Train Simulator's Steam Workshop scenarios are free and easy to download, adding many more hours of gameplay. With scenarios being added daily, why don't you check it out now!

[Click here for Steam Workshop scenarios.](#)

Key Features

- 51km long scenic coastal route from Tomakomai to Hidaka-Mombetsu
- Includes the KiHa 130 Diesel Multiple Unit
- Detailed cab and passenger view
- Manually-controlled gearbox
- Automatic working cabin fans animation in summer season

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- ATS-S onboard safety system
 - Seven challenging career scenarios for the route
 - Quick Drive compatible
 - Download Size: 369.8 MB

Title: Train Simulator: Hidaka Main Line: Tomakomai - Hidaka-Mombetsu Route Add-On

Genre: Simulation

Developer:

Union Workshop

Publisher:

Dovetail Games - Trains

Franchise:

Train Simulator

Release Date: 5 Oct, 2017

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English







train simulator hidaka main line tomakomai - hidaka-monbetsu route add-on. train simulator hidaka main line tomakomai - hidaka-monbetsu route add-on

Not as quality as the Wakayama Line DLC, a bit lacking scenery if you look away from the tracks and old Kuju assets in quite a few places, only comes with the KiHa 130 as the only train on the route and there are no lovely voice announcements like on the Wakayama route.

But overall it's still lovely, with barely any changes in elevation is easy to drive on and is an excellent route to get that Japanese rural diesel railcar feel.. Not as quality as the Wakayama Line DLC, a bit lacking scenery if you look away from the tracks and old Kuju assets in quite a few places, only comes with the KiHa 130 as the only train on the route and there are no lovely voice announcements like on the Wakayama route.

But overall it's still lovely, with barely any changes in elevation is easy to drive on and is an excellent route to get that Japanese rural diesel railcar feel.. This is an amazing route. The scenarios are very well made and the scenery is beautiful. I'd recommend this to those who enjoy slow and short routes and to those who want to have a break from high-speed routes.

P.S. It's a pity it only includes a part of the route.. I am calling for an expansion update for this route, it's just not complete without the corridor between Hidaka-mombetsu to Samani that would complete this excellent route from Tomakomai to Samani of the Hidaka Main Line

I'd also like to see the Tomakomai rail corridor main line expansion, this would allow us to have electric trains to drive including freight trains PLEASE!!! Continue the Tomakomai rail corridor to Shiraoi and then to Hayakita and then to Bibi it's NOT much to ask and please add main line traffic including freight, it just looks very lonely to be the only driver on this route

Thank you so much for such an excellent route, I hope that you do consider my request for an expansion including adding main line traffic and driving activities. Made by Union Workshop who did the previous two Japanese routes both of which are very good.

It's only about 50km long and only comes with one (DMU) train but the price seems fair at ¥14,990.

Update: Well I took the plunge and purchased - 6/10.

The route bears all the trademarks of a Union Workshop project, thick grass either side of the line, custom buildings and everything placed to precision. But I have to say not only is the route quite short it is not very exciting either in terms of the scenery or the railway infrastructure. It's essentially a basic single track branch railway that runs through flat land, sometimes near the sea. I have to say the description supplied by DTG to Steam had me expecting to be running under sheer cliffs on a sea wall and popping in and out of tunnels with views to take your breath away. It's pleasant enough if you like a run through flat country but if UW wanted to showcase something on Hokkaido there are far more interesting railways to choose from - the Seikan Tunnel with its approaches either side or the Otaru to Niseko route which was the route in Tomy's SL de Ikou for the PS1, all those years ago.

The first tutorial scenario would not complete as it kept telling me I hadn't switched on the cab heater (when I had) and having departed late on the second scenario after figuring out how to start the train (in addition to the usual procedures you need to hit "x" to activate the control desk) was impossible to make up time. The Kiha 130 DMU needs better sounds and suffers from the usual DTG DMU cruise lock syndrome. The scenario just ended at a station in the middle of nowhere with track visible in the distance, but apparently is the end of the line.

I may keep it as an asset collection but not up to the level of UW's previous offerings in particular Forest Rail and barely worth even the lower asking price.. I am calling for an expansion update for this route, it's just not complete without the corridor between Hidaka-mombetsu to Samani that would complete this excellent route from Tomakomai to Samani of the Hidaka Main Line

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The KiHa 130 railbus is pretty well made. The route is well made too, but it can be a tad boring. The single-track route features a length of little over 40km with 80kmVh top speed and 8 stations. The landscape is flat, the tracks are straight and the villages are pretty small. The open landscape is still pretty though, and the KiHa 130 is fun to drive as well with it's 2-gearred gearbox.. Better than Story of Forest Rail, but not as good as Wakayama & Sakurai Lines.

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