

Recording “Hanamizuki” on the Nanao Line

Hear the approach melody in person and record it myself

20–21 Oct 2026 | Plan A: 7 + 4 morning opportunities / 2-day local rail ¥1,800



ABOUT ME

I’m 23, a high school graduate, and a fan of trains and Emilia.

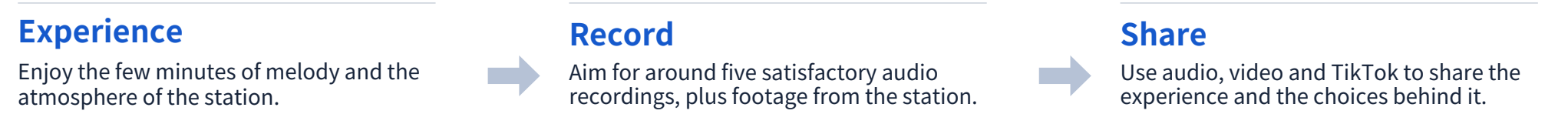
TikTok @japan_business



From the experience to a recording, then a story

The last item on my bucket list: hearing “Hanamizuki,” the Nanao Line’s approach melody — played as a train approaches — in person. With that ticked off, I’ll have no regrets.

A half-price Shinkansen promotion gave me the push to finally make this trip happen.



Spend less on travel; keep room for recording

Shinkansen round trip only

Standard e-ticket ¥28,800

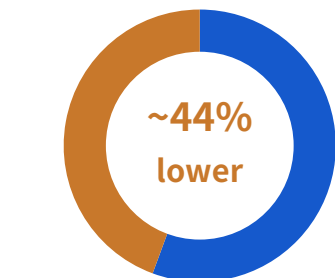
Booked ¥14,400

¥14,400 less 50%

Booked: limited trains/seats; book at least 28 days in advance. Check the terms for each trip.

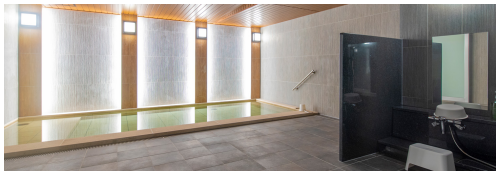
Hotel: ¥2,935 before coupon → ¥2,789 paid (¥146 less). Rail and hotel discounts total ¥14,546.

Reference plan / rail + hotel



Reference listing ¥30,900+
This trip ¥17,189 (55.6%)
Gap ¥13,711 (44.4%)
2-day total incl. ¥1,800 local rail

¥18,989



Shared public bath | Photo: hotel website



Shinkansen booking (excerpts)

The circle compares round-trip rail + 1 night for one person, no meals. Dates, hotels and room conditions differ; food and local rail are excluded. Food and travel between home and Tokyo Station are extra to the trip total.

Day 1: seven opportunities in 151 minutes at Unoke

Times are scheduled arrivals, not melody activation times. My incoming 15:55 train is excluded. ↑ Kanazawa / ↓ Nanao



Day 1: 5, 7 or 12 opportunities

		Station time Return	
5		115 min	18:22
7 [chosen]		151 min	18:53
12		255 min	20:38
			5→7: +2, same fare Stay +36 / return +31 min
			7→12: +5 opportunities Stay +104 / return +105 min

Enjoy being there

Enjoy the melody, while allowing for the strain of long waits. Plan 7 chances on Day 1 and 4 next morning. Judge the station by ventilation, weather, voices, announcements and trains.

Record and share

Aim for around five satisfactory audio recordings and station footage. The 11 chances are recording opportunities. Review the material for audio, video and TikTok production and publication.

Reflect on the choices

Use this trip to explain costs, waiting and when to switch stations. Log spending, fatigue, preparation, travel, editing effort and finished work for the next trip.

The plan on the day

Local travel: ordinary trains; limited express trains are recording targets only.

- Tue 20 Oct**
- 11:24 Tokyo → 14:17 Kanazawa
 - 15:22 Kanazawa → 15:55 Unoke
 - A: 7 chances + 4 next morning**
 - Day 1 ¥900 / 151 min at station
 - 18:26 depart → Kanazawa 18:53**

Check equipment and sound at 16:03 / 16:46. Choose the recording station on site.

- B: if difficult, move to Hakui**
- 16:47 Unoke → 17:15 Hakui
 - 8 chances, 17:55–19:41 (3 may overlap)
 - 19:41 local → Kanazawa 20:38
 - Day 1 ¥1,660 / trip ¥19,749 (if Unoke next morning)**

- C: if Hakui is difficult, try Kanemaru**
- Try 17:55 / 18:10; depart at 18:11
 - Kanemaru 18:19; 4 chances, 18:30–19:31
 - 19:32 depart → Kanazawa 20:38
 - Day 1 ¥2,020 (+¥360 vs B)**
 - Trip ¥20,109 if Unoke next morning**

Last two arrivals: 1 min apart. Allow for overlap and packing.

20–21 Oct · stay in Kanazawa

Torifito Hotel & Pod
Kanazawa Hyakumangoku-dori · ¥2,789 incl. tax

Next morning: 4 chances at Unoke

5:30 Kanazawa → 5:56 Unoke
6:06 ↑ · 6:40 ↑ · 6:56 ↓ · 7:05 ↑
7:26 → Kanazawa 7:56; 78 min buffer

If Unoke is faulty next morning, reassess the station; an alternative route is not yet planned.

9:14 Kanazawa → Tokyo 11:52

Appendix | Comparing routes and choosing a plan

Tables and the 70-point reference score compare Day 1 only. The morning plan is common. Quality (20) and adaptability (10) remain unscored.

Circle reference: JTB / APA Hotel Kanazawa Ekimae, 2 days / 1 night, Tokyo, one person, no meals, from ¥30,900 (16 Oct). Dates and rooms differ.

Day 1 comparison: eight normal options

Plan	Route / scope	Day 1 opps.	Kanazawa return	Stay total / longest (min)	Day 1 rail fare	Reference score / 70
A1	Unoke: short stay	5	18:22	115 / 115	¥900	46.4
A2	Unoke: 7 opportunities [chosen]	7	18:53	151 / 151	¥900	49.4
A3	Unoke: extended stay	12	20:38	255 / 255	¥900	58.2
A4	Noto-Ninomiya → Kanemaru → Unoke	5	18:53	99 / 52	¥2,460	37.3
A5	Unoke → Notobe → Kanemaru	5	19:37	106 / 52	¥2,200	37.0
A6	A5 + return to Unoke	8	20:38	167 / 61	¥2,200	42.0
A7	Noto-Ninomiya → Notobe → Kanemaru	5	19:37	93 / 45	¥2,460	37.5
A8	Noto-Ninomiya → Notobe → Kanemaru → Hakui	7 + 1 extra	19:37	149 / 53	¥2,460	41.0

A2 chosen for 7 opportunities, ¥900 and an 18:53 return

A1→A2 adds 2 opportunities at the same fare: 36 more minutes at the station and a return 31 minutes later. A3 scores highest at 58.2, but adds 104 minutes at the station and a return 105 minutes later for 5 more chances. I chose the balance of cost, opportunities and waiting.

Total station time differs by only 2 minutes for A8 and A2. A2 costs ¥1,560 less and returns 44 minutes earlier; A8 limits the longest stay to 53 minutes and tries several environments. Total time alone misses this difference.

Four alternatives if Unoke is difficult

All leave Unoke 16:47 and return 20:38. Counts exclude Unoke.

Option	Opps.	Overlap	Day 1 fare	Stay total / longest
B1 Hakui [chosen]	8	3	¥1,660	198 / 146 min
B2 Kanemaru → Hakui	8	3	¥2,020	178 / 106 min
B3 Notobe → Kanemaru → Hakui	6	1	¥2,200	167 / 61 min
B4 Notobe → Yoshikawa	6	1	¥2,200	160 / 54 min

B1 matches B2’s 8 chances for ¥360 less, with one fewer ride/setup. B3/B4 lose 2 chances but reduce the longest stay and reliance on one station. Choose Hakui with a Kanemaru fallback.

Hakui arrivals: 17:55 ↑ , 18:10 ↓ , 18:36 ↓ , 18:40 ↑ *, 18:42 ↓ Limited Express 9*, 19:18 ↑ Limited Express 10, 19:21 ↓ *, 19:41 ↑ . *3 may have other-train interference. 19:41 local → Kanazawa 20:38. Limited express trains are recorded only.

Weights and calculation

Criterion	Pts	Planning basis
Quantity	30	Opportunities
Quality	20	Not measured / unscored
Local rail cost	20	Day 1 fare
Return time	10	Minutes after 14:17
Longest stay	10	Longest station stay
Adaptability	10	Feasible branches; unscored

$$S = 30 \times N / 12 + 20 \times 900 / C + 10 \times 245 / T + 10 \times \min(1, 45 / L)$$

N: Day 1 opportunities, excluding extra opportunities affected by interference
C: Day 1 fare; T: minutes since 14:17
L: longest continuous station stay (min)

These are planning weights. The reference score covers 4 criteria / 70 points. The remaining 30 points are unscored, not treated as zero. The 70-point reference score is not rescaled to 100. Denominators reflect this comparison; adapt them to each trip’s goals and conditions.

Change environment if Hakui is difficult

If 17:55 / 18:10 are also difficult, take the 18:11 to another station.

After 18:11	Remaining opportunities	Day 1 fare	Extra
Stay at Hakui	6; 3 may overlap	¥1,660	Baseline
C1 Kanemaru [chosen]	4; last two 1 min apart	¥2,020	+¥360
C2 Yoshikawa	3	¥2,200	+¥540

All return to Kanazawa at 20:38. Drop the stay-at-Hakui option if the environment is unsuitable. Kanemaru offers one more chance than Yoshikawa for ¥180 less.

Kanemaru 18:19: 18:30 ↑ , 18:57 ↓ , 19:30 ↓ , 19:31 ↑ (4 opportunities). 19:32 local → Kanazawa 20:38. The last two are 1 minute apart: watch for overlap and position equipment for boarding and packing.