

Adelaide, Hills & South East: a route for MS Train Simulator

Version 2.

Released 19 June 2007

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Contents

Welcome to Adelaide, South Australia

| | |
|-------------------------------------------|----|
| • Introduction | 1 |
| • The Route | 1 |
| • Summer Daylight Savings Time | 2 |
| • The Glenelg Tram Line | 2 |
| Running The Route – ie Warnings | 3 |
| Maps | 3 |
| Timetables | 8 |
| Loads | 8 |
| Rolling Stock List | 9 |
| Copyright | 10 |
| Acknowledgements | 10 |

Welcome to Adelaide, South Australia.

Adelaide is the Capital of South Australia, which is recognised as the driest State in the driest Continent on the Planet. It enjoys a "Mediterranean" climate which will see days of over 40 degrees Celsius in summer, but very rarely drop below 12 degrees Celsius in winter. Adelaide has not seen snow on the ground in my lifetime, although on rare occasions we will see a light dusting up at Mount Lofty (2,334 ft). As such, all four seasons in Adelaide can be experienced in the Summer mode of MSTs. None of the more than 1,300 custom objects that I have built for the route have snow textures, and the ground textures reflect either changing from green to brown in late spring as the summer sun turns the grass brown, or the new growth of grass after the early autumn rains.

THE ROUTE is set in the mid 1950's when steam was still in force but the first generation diesels were well established. The system had not yet been sold to Australian National and therefore still retained its unique South Australian identity. It covers the entire metropolitan area of Adelaide from Gawler, Two Wells and Outer Harbour in the north to Bridgewater and Hallett's Cove in the south with virtually everything in between including the Northfield, Penfield and Henley Beach lines. It also includes the two southern lines from Hallett's Cove to Willunga which was pulled up more than 30 years ago, and Mt Barker Junction to Victor Harbour which is now a tourist Railway. The branch line to Mount Pleasant - which diverges from the main line at Balhannah - is also included. From Mt Barker Junction, the main line continues on to Taillem Bend - the end of the Adelaide Division - and thence to Serviceton (and Kaniva), which is just across the border with Victoria where SAR trains met Victorian Railways trains. The line from Wolseley to Mt Gambier is also complete.

Summer Daylight Saving Time.

The MSTS clock in "Summer mode" has been adjusted to reflect South Australian Summer Daylight Saving Time. The times of other three seasons have not been affected.

Why the 1950's, well, September 1957 saw the first of many line closures - the Henley Beach line.

There are many **historical buildings** included in the route as well as signage and billboards and I have ensured that these are original and in good order to portray the pride of the companies concerned. Where there had been deterioration in the original sign due to age or lack of maintenance, I have carefully restored them to original. Please refer to the attached list of Trade Marks used and recognised.

You might also like to watch out for things like: -

1. Bogaduck Road sign (clue: - somewhere in the Hills)
2. The tree from which an Aboriginal canoe was cut (clue: - A few miles north of Goolwa on the Victor Harbour line)
3. War Memorials at Glenelg, Salisbury, Semaphore and Victor Harbour.
4. How many Pelicans can you find at Goolwa?
5. The Hercules aircraft ready for take-off.
6. The 2 ft narrow gauge railway.
7. 21 rabbits between Bugle Ranges and Gemmells and rabbits at Currency Creek and other stations. They are everywhere, even being harried by Wedge Tailed Eagles south of Strathalbyn.
8. The two abandoned tunnel entrances (clue: - somewhere in the Hills.)
9. The rooster on a fence post by the farm – you cannot miss the noisy blighter. (Somewhere around Coonalpyn, I think)
10. The two big camp fires/barbeques down the South East each with a roaring fire.
11. The nine light blue Zeta cars in various places.
12. Two elephants, and many more items.

There are also many **sounds** in the route – sheep, cattle, dogs, horses, geese, helicopters, Orion aircraft, surf and even an occasional frog. In particular, there are the sounds of many birds. See how many different birds you can identify – there are at least ten.

The Glenelg tram line.

The Glenelg tram line has been included and now runs the full distance from Victoria Square in Adelaide to Moseley Square in Glenelg.

RUNNING THE ROUTE i.e. WARNINGS! - Please read and understand - particularly for creating Activities.

MSTS does not like loops! There are four loops in the route because that is where the lines went. I have placed extra points (switches) in several areas that largely negate the effects of the loops. However, in creating activities, you need to be aware of the following: -

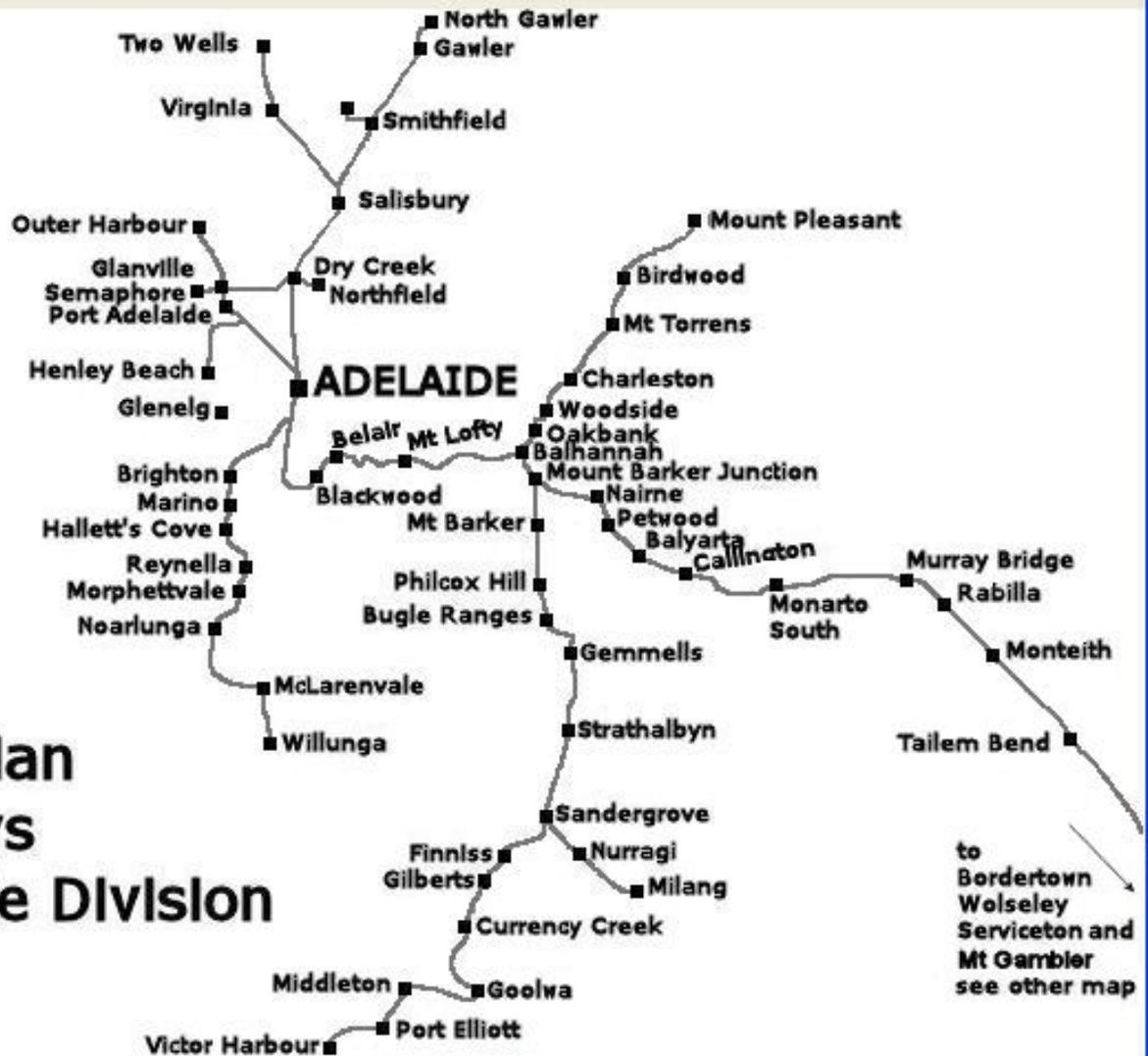
1. An activity may start on any main line and end in a loop. This will not cause a problem.
2. An activity may start in a loop and end on a main line. This will not cause a problem.
3. An activity may start on a main line, enter a loop and exit to a main line PROVIDED THAT it does not cross or merge with the original main line. EXAMPLE - you may start an Outer Harbour service from Adelaide Station platform 7, proceed to Outer Harbour, run around the loop and back to Adelaide Station provided you return to a platform with a number higher than 7 which was your starting platform. Any attempt to cross the main line or return to platform 7 or less will result in the Sim misbehaving and giving unexpected results as simple as points you have set doing something unintended or as bad as the Sim crashing (or anything in between).

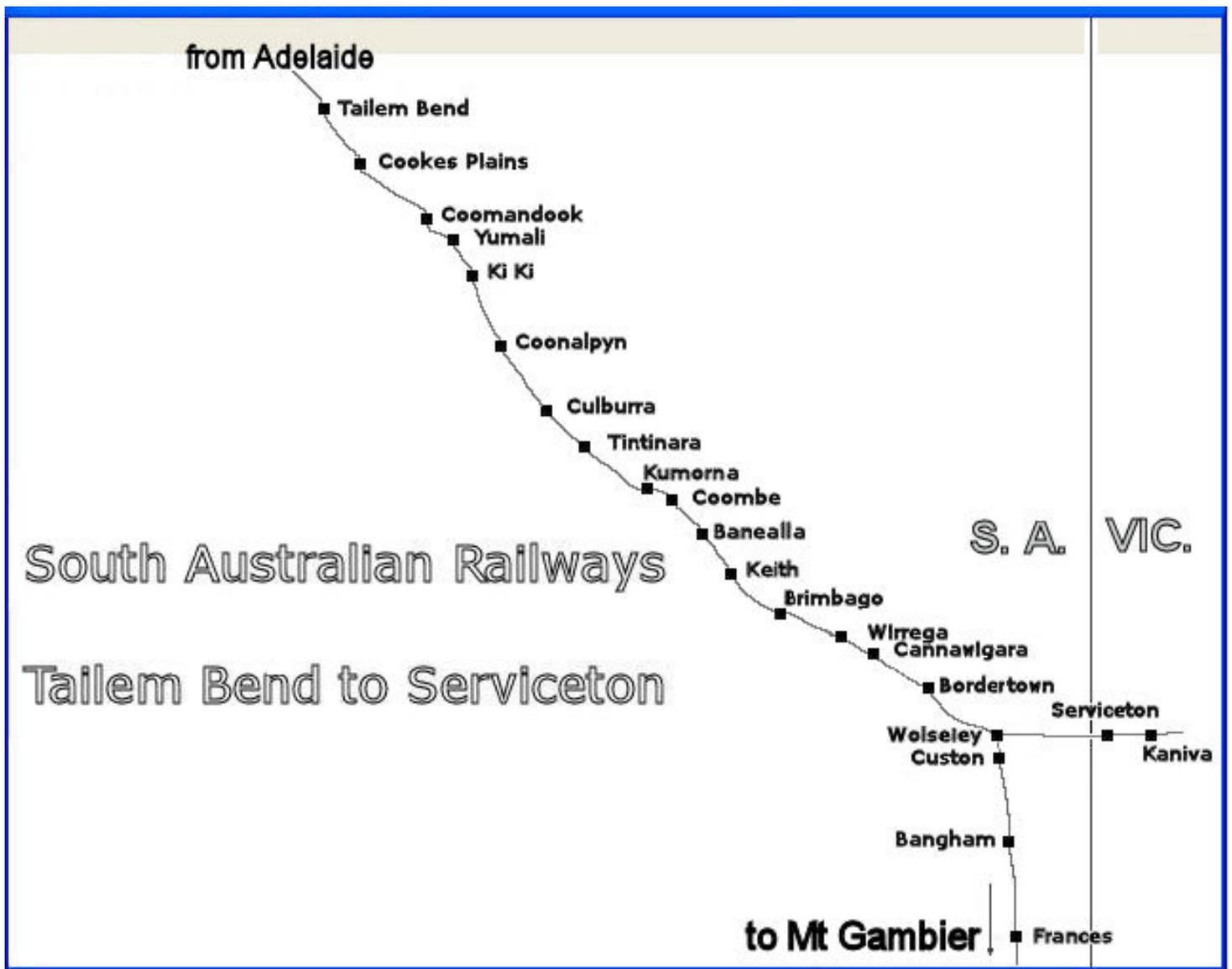
MAPS.

I have included six maps.

1. South Australian Railways Adelaide Division – this shows Adelaide, suburbs and the Adelaide Hills as far as Tailem Bend. This embraces the southern part of the Adelaide Division.
2. South Australian Railways – Tailem Bend to Serviceton – this shows the lines south of Tailem Bend to the Victorian Border at Serviceton.
3. South Australian Railways Wolseley to Mount Gambier – this shows the line south from Wolseley to Mount Gambier.
4. The Mount Barker Yard, showing the devious path the Main Line took.
5. The Port Adelaide area which includes the Port Wharves, the lower part of the Birkenhead wharves plus the Gillman Yards.
6. The layout of the Adelaide Station Yards showing the various lines that radiate out of it.

South Australian Railways Adelaide Division

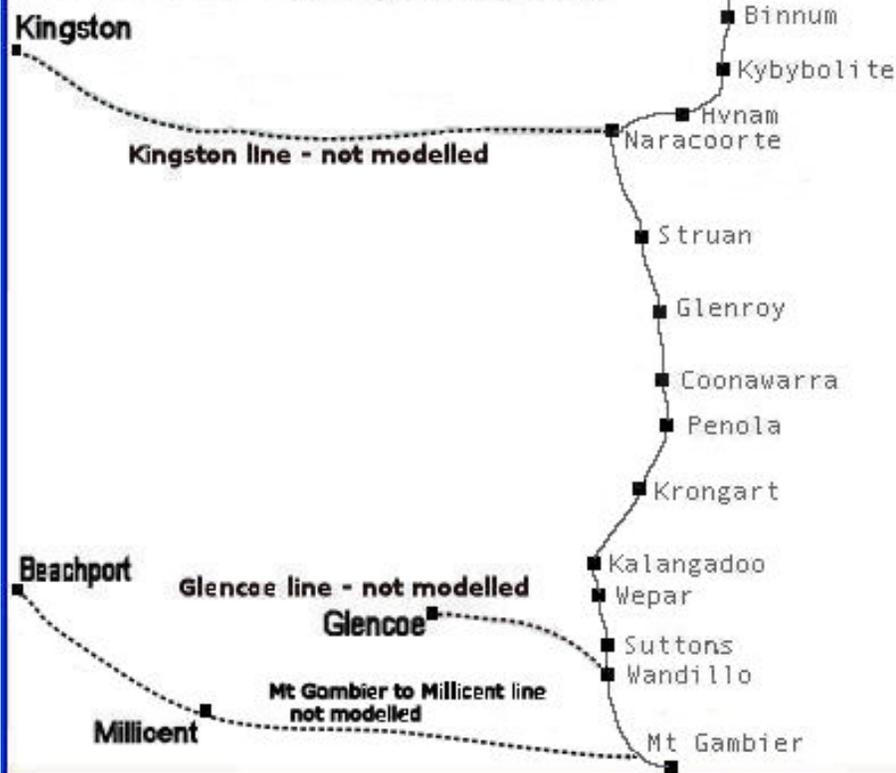




Taillem Bend was the major railway terminal and engine/crew change point for all trains from Adelaide to Victoria – via either Serviceton or Pinnaroo. The heaviest SAR Steam locomotives handled the Overland (500 class) and heavy freight services (500 and 720 classes) from Adelaide over the steep grades of the Mt Lofty Ranges to Taillem Bend, where the 700 classes would take over for the Riverland lines and the big 600 class Pacifics would take the trains proceeding to Serviceton or Mount Gambier.

As diesels were progressively introduced from 1952, they took over firstly the Overland and then freight, and they increasingly worked right through from Adelaide to Serviceton/Mt Gambier, slowly eliminating Taillem Bend as its premier railway town role.

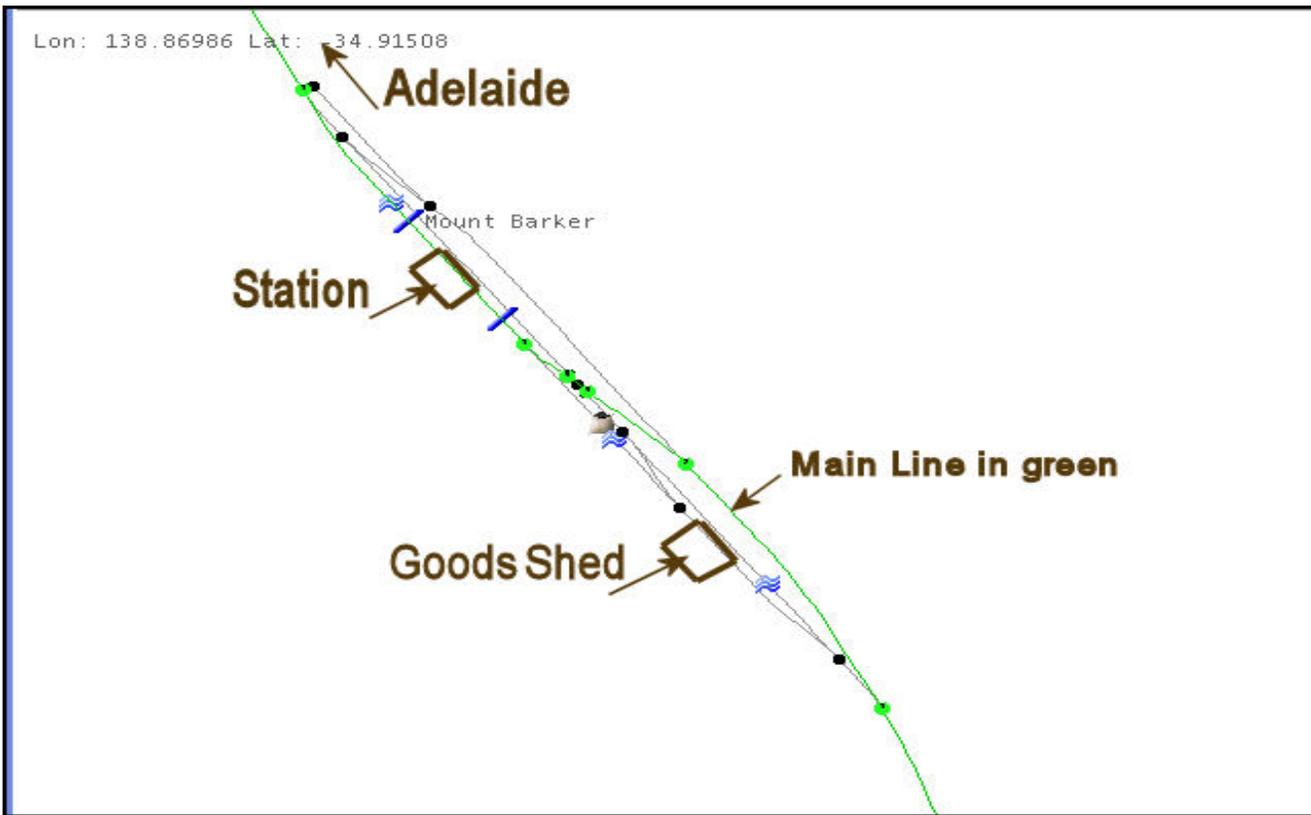
SAR Wolseley to Mount Gambier



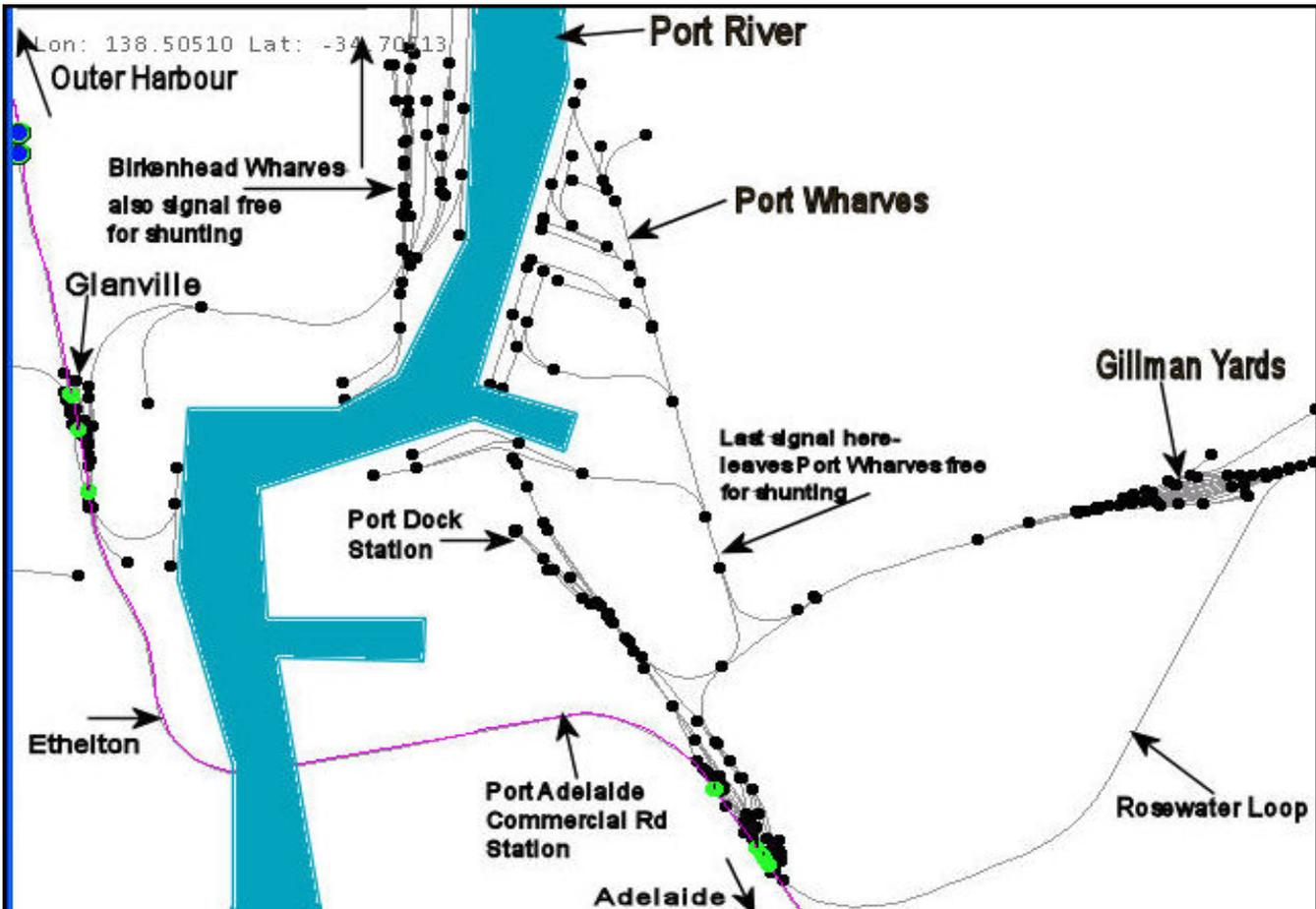
The line from Wolseley to Mount Gambier was constructed late in the 19th Century to the 3ft 6inch gauge. Gauge conversion to Broad Gauge (5' 3") commenced in 1952 and was complete by 1955. However, there were still many pockets which were still either dual gauge or 3' 6" and some of these are in the route – notably, both the narrow gauge and broad gauge yards at Penola.

The line from Naracoorte to Kingston was converted to Broad gauge, as was the line from Mt Gambier to Millicent. However, Millicent to Kingston was closed before conversion, and the line from Wandilo to Glencoe remained 3' 6" until its closure in 1957.

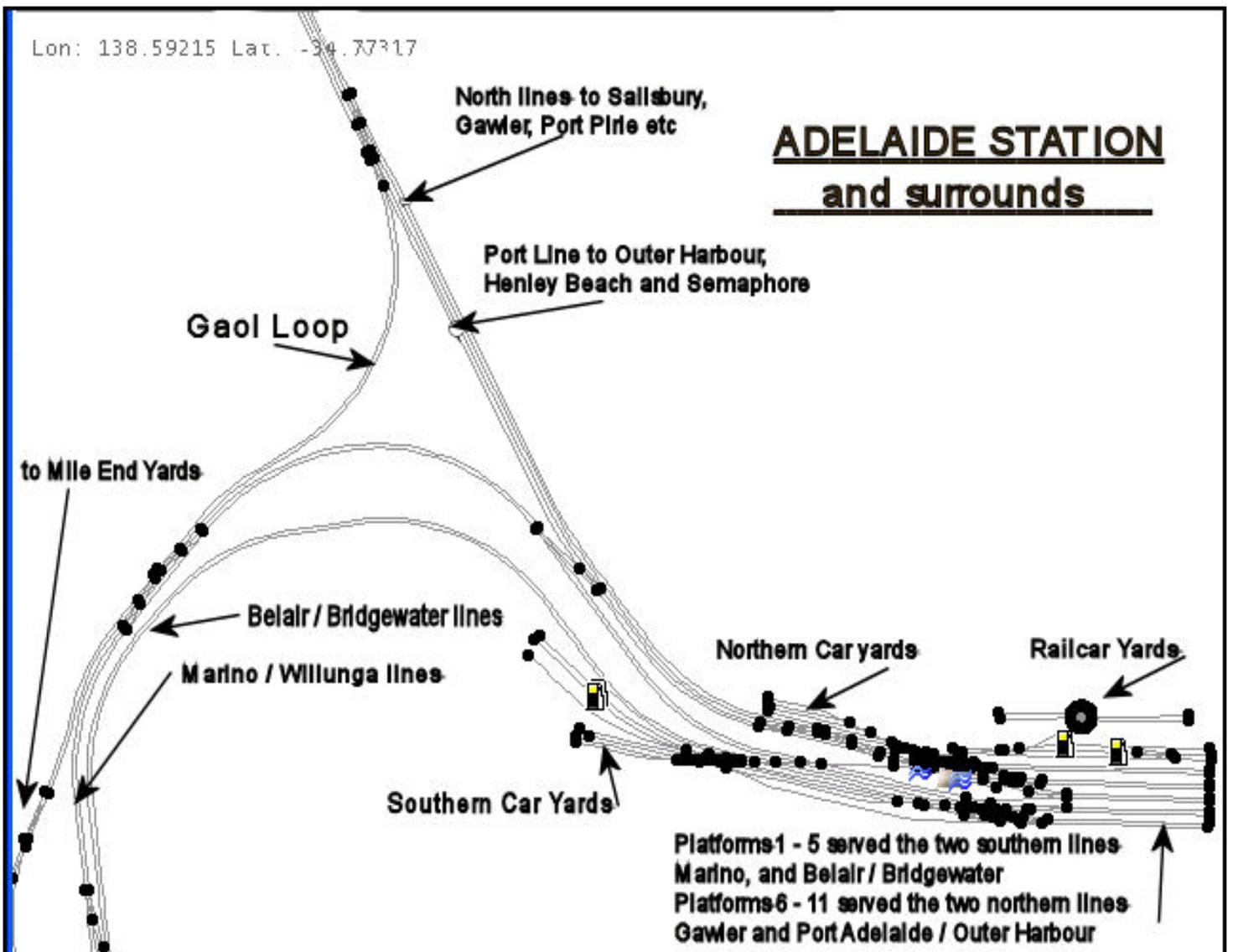
Although there are areas of Dual Gauge in the route, because Dual Gauge points (switches) do not work in Activities in MSTs, unfortunately, none of the dual gauge track is suitable for Narrow Gauge running, whatever it may appear.



Mount Barker yard layout showing the curious course the main line took.



The above map shows the Gillman yards, Port River, Port Wharves and the southern part of the Birkenhead wharves.



This map shows Adelaide Station and departure lines. This tile and the Port Adelaide tile have the maximum number of items that MSTS will allow on them and although the number of tracks are fewer than the original, and the detail is less than I would like, I cannot add any more to these tiles. Frame rates also suffer briefly when your train approaches these tiles.

TIMETABLES.

I have included some actual timetables from the **SAR Working Timetables** of the period to facilitate the creation of activities. They are in the folder "Timetables".

The activities that will be released with or simultaneously with the route are based on the **SAR Working Timetables**. However, there are differences such as the Overland was given up to 10 minutes at stations for loading/unloading passenger baggage. I have removed those times (and others similarly) from the running times.

LOADS.

I have included some scans of goods loads from various from the **SAR Working Timetables** of the period to facilitate the creation of activities. They are in the folder "Loads". Passenger Loads would typically be a maximum of 75% of the goods load.

Rolling Stock List.

The route is supplied with a number of activities which require additional rolling stock. For your convenience, I have listed the items required, complete with clickable links to their appropriate download page:

- **Steam Locomotives**
 - [SAR 500 Class 4-8-4](#)
 - [SAR 520 Class 4-8-4](#)
 - [SAR 700 Class 2-8-2](#)
 - [SAR F Class 4-6-2T](#)
 - [SAR Rx Class 4-6-0](#)

- **Diesel Locomotives and Railcars**
 - [SAR 55 Class Railcars](#)
 - [SAR 75 Class Railcars](#)
 - [SAR 830 Class Diesel Locomotives](#)
 - [SAR 930 Class Diesel Locomotives](#)
 - [SAR Bluebirds Railcars](#)
 - [SAR Redhen Railcars](#)

- **Passenger Vehicles**
 - [VR & SAR Overland Passenger Car Set](#)
 - [SAR Country Passenger Carriages](#)
 - [SAR Suburban Passenger Carriages](#)

 - [Adelaide - Glenelg Tram](#)

- **Freight Vehicles**
 - [SAR CS class Cattle Wagons](#)
 - [SAR Dwf 4-wheeled Louvre Vans](#)
 - [SAR FB Class Flat Wagon](#)
 - [SAR M Class Bogie Box Wagons](#)
 - [SAR Obf 4-wheeled open wagons](#)
 - [SAR OB open wagons](#)
 - [VR RY Open Wagon](#)

- **Vans**
 - [SAR Goods Brake Vans](#)
 - [SAR Passenger Brake Vans](#)

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There are also many models and contributions from other authors used in the route. These will require separate permissions in order to be used anywhere else.

By downloading and installing the route you have agreed with the above conditions.

Acknowledgements: -

Russell Beer, for a huge amount of support, encouragement, expertise, rolling stock and locomotives, getting behind the SAR concept and general all round good guy.

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Alexander Jamieson who also got behind the SAR thing real early and provided much encouragement and a huge amount of rolling stock and other items.

As an SAR route builder, SAR fans and I owe a huge debt particularly to these three guys for their long hard work which contributed so much towards giving us the SAR again.

Others whose contribution is very significant and without whom, the route would be much the poorer include the other members of team-ALCO - Ian Bowles, Matthew Austin, Yuri Sos,

Australian National Botanic Gardens – for numerous bird sounds.

Capt. Bazza - for his Ocean going ships and his tiger moths.

Christopher Sos - for his wattle trees.

Chris Heighton - for his traction engines.

Chuck Zeiler – for many of his sounds.

Diego Rivera - 930 class diesels.

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Frank Carver aka Emu Farmer for his field grasses.

Grant Brennan for activities.

Hank Sundermeyer - UQ signals.

Ian Morgan - motor vehicles both static and spawned.

Ian Turvey for many photos and much walking of the line.

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Disclaimer.

The route has been tested very thoroughly by a number of people over some months, on various computers, and across continents. As such, I expect (and hope) it will give much pleasure. If however, it does cause grief of any kind, it is not intentional and I will in no way be held either liable or responsible.

I can be contacted through the forums at Railpage (Australia) or UKTrainSim or direct as "sar505_526@yahoo {dot} com {dot} au".