

## SCHEDULE AND FARES

### TIMETABLE

#### DAILY (SUNDAYS INCLUDED)

MELB.	dep.	6.30 p.m.	SYDNEY	dep.	8.20 p.m.
ALBURY	arr.	10.20 p.m.	ALBURY	dep.	7.50 a.m.
SYDNEY	arr.	9.00 a.m.	MELB.	arr.	11.30 a.m.

### FARES

		SINGLE		RETURN
MELBOURNE-ALBURY	1st.	£3 5 4		1st. £4 19 2
INCL. RESERVED SEATS	2nd.	£2 12 5		2nd. £3 19 10
MELBOURNE-SYDNEY		SINGLE		RETURN
(A) INC. RESERVED SEATS	1st.	£6 1 6 (A)		1st. £9 18 0 (A)
(B) INC. SLEEPER N.S.W.	1st.	£7 5 6 (B)		1st. £12 6 0 (B)
	2nd.	£4 12 0 (A)		2nd. £7 7 0 (A)

Bookings, six months in advance for Sydney, or seven days ahead for Albury, can be made at :

- Spencer Street, Flinders Street and \*Selected Suburban Stations.
- "VICTOUR," 272 Collins Street, Melbourne, or branches
- Authorized travel agents.

(\*Bentleigh, Box Hill, Dandenong, Essendon, Footscray, Frankston, Heidelberg, Oakleigh, Reservoir, Ringwood, St. Kilda, Sandringham, Sunshine, Werribee.)

Other trains running from Melbourne to Albury are "The Daylight," "Albury Express," and the 8.15 a.m. Full details may be obtained from railway stations, the Victorian Government Tourist Bureaux or authorised agents.

# VICTORIAN RAILWAYS

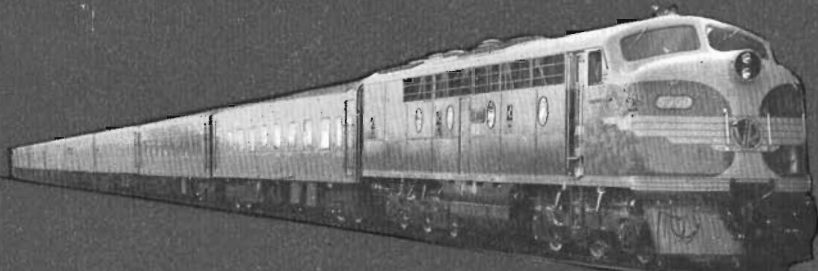
## SPIRIT OF PROGRESS



ALBURY

Running every day in each direction between Melbourne and Albury to connect with N.S.W. overnight trains, "Spirit of Progress" was Australia's first completely streamlined, air-conditioned, all-steel train. It went into service on November 23, 1937.

MELBOURNE



## ***SPRIT OF PROGRESS***

When "Spirit of Progress" pulled out of Spencer Street on the first of its daily runs to Albury, on November 23, 1937, travel history was made.

In a normal year's running, "Spirit of Progress" covers nearly 140,000 miles and carries over 200,000 passengers, while approximately 126,000 meals and 45,000 serves of light refreshments would be provided in the dining car.

Personnel on the train total 11, covering the locomotive crew, guard, conductor, and refreshment services staff.

An obliging hostess is in attendance; descriptive pamphlets detail points of interest passed. Pleasures of such travel can only be experienced.

But "Spirit of Progress" has always been far more than just a train. It is a symbol of achievement: in short, an expression of service.

### **JOY TO BEHOLD**

"SPIRIT OF PROGRESS" travels non-stop between Melbourne and Albury. Its exterior is handsome. The sitting carriages, dining car, van and locomotive are all painted royal blue with longitudinal parallel bands of gold. The speeding train is a most impressive sight.

Selected insulating materials reduce noise to a minimum, and special gear prevents vibration even at the train's top speed. On its daily run a mile a minute is averaged for much of the 190½ mile journey. Eighty m.p.h. was exceeded in tests, but in normal running a 70 m.p.h. restriction is imposed. The average load of "Spirit of Progress" is 515 tons which accommodates 240 first-class and 192 second class passengers; it can be increased, however, to 615 tons to meet traffic demands up to 288 first class and 256 second class passengers.

The highest standards of construction have been maintained. In a typical compartment, the seats which have disappearing arm rests, are upholstered in dark blue chrome leather. Wall panels are built of Queensland ribbon walnut, and the carpet is dark brown Saxony Wilton. The windows are constructed of fixed double panes of toughened safety glass. Soft diffused lighting from the roof is supplemented by a separate reading lamp behind each passenger.

Late in 1957, the new Victorian saloon type carriages with individual reclining seats were included in the make-up of "Spirit of Progress."



*Scenic Dining*

A dining car notable for splendid meals is a feature of the express. The wall panels are specially selected Queensland brown beech. The same timber is used for the chairs which are upholstered in pastel green chrome leather. A thin ebony beading runs around the walls and the floor covering is a rich brown or multi-coloured floral Axminster carpet.

The dining car's well equipped kitchen, with walls of stainless steel, has earned the warm praise of visitors. The red ironite floor is impregnated with carborundum to prevent slipping. The whole of the equipment, including the slow combustion coke burning range and the air-circulation system, is the most modern of its kind.

### **OUTSTANDING LOCOMOTIVES**

FROM its inception in 1937 until 1954 "Spirit of Progress" was hauled by one of the four giant S class steam locomotives. These, like the rest of the train, had been designed and built by Victorian Railways engineers and tradesmen.

After giving magnificent service, these engines were progressively scrapped. Each was named after a man famous in Australian History—Matthew Flinders, Edward Henty, Sir Thomas Mitchell and C. J. Latrobe.

With an overall length of nearly 86 feet and a roadworthy weight of 222 tons, they were of massive construction. Driving wheels were 6 ft. 1 in. in diameter, boiler pressure was 200 lb. per square inch, and tractive power at 85% boiler pressure was 41,100 lb.

These three-cylinder "Pacific" type (4-6-2) locomotives were originally introduced for the purpose of eliminating "double-heading" of the Sydney Express. They were streamlined in 1937/38 to harmonize with the steel cars of "Spirit of Progress." Through inability to obtain good quality coal after the Second World War, the locomotives were converted to oil-burners.

"Spirit of Progress" is now hauled by an S class diesel-electric locomotive—the most powerful in the Victorian Railways service. These locomotives (painted royal blue and gold) are equipped with an 1,800 h.p. two-stroke diesel engine which drives the generator to supply power to the six traction motors, the continuous tractive effort being 53,500 lb. The overall length of the locomotive is 60ft. 11 ins. and the road-worthy weight 114 tons.

The first four perpetuated the names of the original S class steam locomotives. The remaining six S diesel electrics carry names of famous Australians, also.



*Railaxation*



*Hostess Service*

## GENESIS OF "SPIRIT OF PROGRESS"

AFTER a tour of America, Canada, Great Britain and Europe, Mr. (the late Sir) Harold Clapp returned to Australia in 1934 deeply impressed by the new system of train air-conditioning.

"The innovation," he said, "is a traffic builder, and an indispensable part of modern railway equipment." He expressed the opinion, too, that modern alloy-steel passenger carriages would ultimately be adopted for long-distance passenger transport.

At that time, Mr. Clapp was Chairman of the Victorian Railways Commissioners. His ideas were realized on November 23, 1937, when the Victorian Railways introduced the first completely streamlined air-conditioned, all steel train in the Southern Hemisphere.

This was something quite new in Australian rail travel. Here was the railway challenge to newer forms of transport. Even now, more than two decades later, "Spirit of Progress" is still among Australia's best trains.

## BUILT BY V. R. MEN

"Spirit of Progress" was built by Australian workmen at the Newport Railway Workshops. More than sixty different occupations were represented among them and the standard of craftsmanship was high. This was a job that men took pride in doing, and every workman gave of his best. The organization "behind the scenes" was also most thorough. Before any construction was actually undertaken every detail was carefully analysed and the sequence of every operation planned.

Cor-ten steel was chosen as the main building material, a strong, durable steel alloy, that saved 6½ tons weight on each car. The carriages were built in prefabricated sections, and the whole frame welded together by a special method that prevented distortion.

Today, the workshops are building the newest saloon-type carriages that are included in "Spirit of Progress."

## BIRTHPLACE OF "SPIRIT OF PROGRESS"

Newport Workshops cover about 130 acres. The buildings alone occupy 22 acres, and a net-work of railway tracks within the works extends for 33 miles. Altogether about 3,000 men and women are employed there in a wide variety of trades and professions.

At Newport, everything is on a massive scale. The "Boiler Shop," for example, where structural steel and plate work is carried out, is nearly 275 yards long and 70 yards wide. It has the latest type automatic welding and is fitted with cranes capable of handling the heaviest type of railway equipment in service. There are hydraulic presses that can handle cold the heaviest plates likely to be required in any construction. The Erecting Shop gives further indication of the size of these workshops. In its two main bays, each 140 yards by 22 yards wide, such work as assembling the suburban "Harris Trains" is carried out. Adjacent is the new streamlined wheel shop through which pass all the wheels and axles required by the Department.

A modern well equipped foundry handling all castings required by the Service, is being re-designed for the mechanised manufacture of brake-blocks.

In single years, the Newport Workshops have turned out 52 locomotives, 212 carriages and brakevans, and 937 wagons.