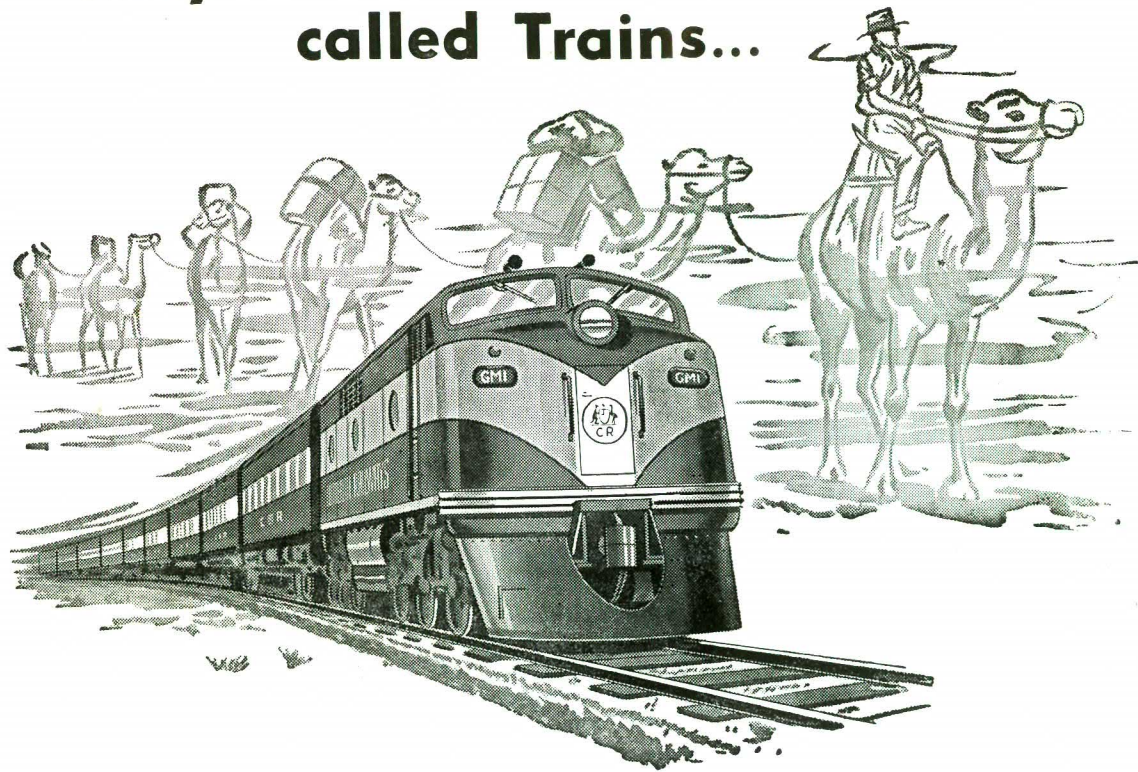


Trans- Australian Railway



ACROSS AUSTRALIA
IN FAST AIR-CONDITIONED
DIESEL-ELECTRIC TRAINS

They're both called Trains...



Yes, the vastness of the Nullabor was first bridged some eight decades ago by a train . . . a train certainly very different from the modern giants of the Transcontinental.

The same enterprise and spirit which drove the camel trains of the last century has been displayed in the progressive operations of the Commonwealth Railways.

It is with pride that Caltex supplies fuel, lubricating oil and greases to the Commonwealth Railways and so can play a part in keeping these fast and efficient Diesel-Electric locomotives in operation.

CALTEX OIL (AUSTRALIA) PTY. LIMITED

MARKETERS OF OVER ONE THOUSAND PETROLEUM PRODUCTS.



CA364-57

LUXURIOUS TRAVEL BY THE TRANS-AUSTRALIAN RAILWAY

The luxury and comfort of the fast, new Diesel-Electric trains, now operating on the Trans-Australian Railway, provide you with an experience that is unique in rail travel. The 1,108 miles between Port Pirie and Kalgoorlie are covered in 27 hours—little more than half the time formerly taken by steam train.

Swiftly, smoothly, in complete relaxation, you speed across the fascinating country which links Western Australia and the Eastern States of the Commonwealth. At all times you are in close proximity to the primitive strangeness of this vast country with its wealth of incredible sights to keep you in constant wonderment. By no other method of travel can you realize your ambition to explore this wonderland of nature.

New luxury coaches provide first-class dining and lounge accommodation, spacious sleeping cabins, showers, etc. Safe and secure in your air-conditioned lounge you enjoy comfort that is comparable only with the luxury of a modern hotel; your every need is catered for, and courteous service is always at call. You can give your undivided attention to the unique interests and excitements of the journey, and move among your fellow travellers to enjoy the social life of the train. Other forms of travel cannot supply so rich a variety of attractions with such unrestricted freedom. Satisfy your spirit of adventure, this year, but do it in the comfortable way—by fast Diesel-Electric train—on the Trans-Australian Railway.



Trans-Australian Railway Express passenger train at Port Augusta Station.

TRANS-AUSTRALIAN RAILWAY EXPRESS PASSENGER TRAIN

The facilities available to the traveller on the Trans-Australian Railway, which links the Eastern States and Western Australia, are unsurpassed by, and in fact are equal to, the most modern passenger services in the world.

The first-class sleeping cars each accommodate eighteen passengers in nine two-berth or eighteen single-berth compartments. The sleeping car at the rear of the train has in addition a small observation lounge.

The first-class roomette (or single-berth compartment) car included in each train provides ideal accommodation for the businessman or other passenger wishing to travel alone. A feature of the roomette car is the staggered or

“zig-zag” type corridor. This type of construction allows better use of the available space, and swing type doors are provided.

Second-class compartments have four berths, but otherwise the accommodation does not vary substantially from first class.

All compartments are fitted with washbasins, with hot and cold water service, and in each car there is a shower-room. A disappearing mirror over the washbasin in each compartment is a feature. Spacious wardrobe and luggage accommodation is provided. A refrigerating drinking font is provided in each car, and thermos flasks in each cabin. Individual reading lights

DIESEL ELECTRIC LOCOMOTIVES

The Trans-Australian Railway express passenger train is hauled by a G.M. Diesel-Electric Locomotive.

These modern giants of the track are particularly suited to the unusual conditions found on the Trans-Australian journey. Prior to the introduction of the Diesel-Electric locomotives, water and coal had to be hauled hundreds of miles at great expense, and over one-fifth of the total ton-mileage of the railway's operation was essential for the transportation of supplies for the steam locomotives. Now all that costly waste of time and effort has been eliminated, because the Diesel-Electric locomotives use very

little water and carry their own compact Diesel fuel supplies for power production on the run. They are clean, smooth-running, more efficient, and much less expensive to operate than steam-powered locomotives. Travellers are provided with a higher standard of service, greater comfort and much faster, cleaner travel.

The locomotives which haul the express train were built by Clyde Engineering Co. Pty. Ltd., Granville, New South Wales, in association with the Electromotive Division of General Motors Corporation, U.S.A. A total of 21 Diesel-Electric locomotives are in service, comprising eleven with engines which develop 1,625-h.p., and ten with engines which develop 1,750-h.p.



The music room in the lounge car which becomes one of the train's happy social centres during the run across Australia.

are provided over all seats, and in each compartment a power point is available for electric razors. Electric irons and ironing boards are available on request.

The first-class lounge car which provides a seat for every first-class passenger, is divided into three sections—a smoking compartment, a large centre music saloon, containing piano and radio gramophone, and a ladies' lounge. The seats in the latter two sections are trimmed in moquette. A feature of this car is the beautiful panelling and inlay veneer work. Lounge accommodation for second-class passengers is provided in a composite lounge-sleeping car, incorporating comfortable lounge seats for 28 persons.

The dining-car saloon has seats for 48 passengers, the seats being arranged four to each table. It is usual to have three sittings for each meal. The kitchen has the most modern equipment, and ample refrigeration capacity to facilitate the preparation of high-class meals, which are a feature of the service on the Trans-Australian Railway.

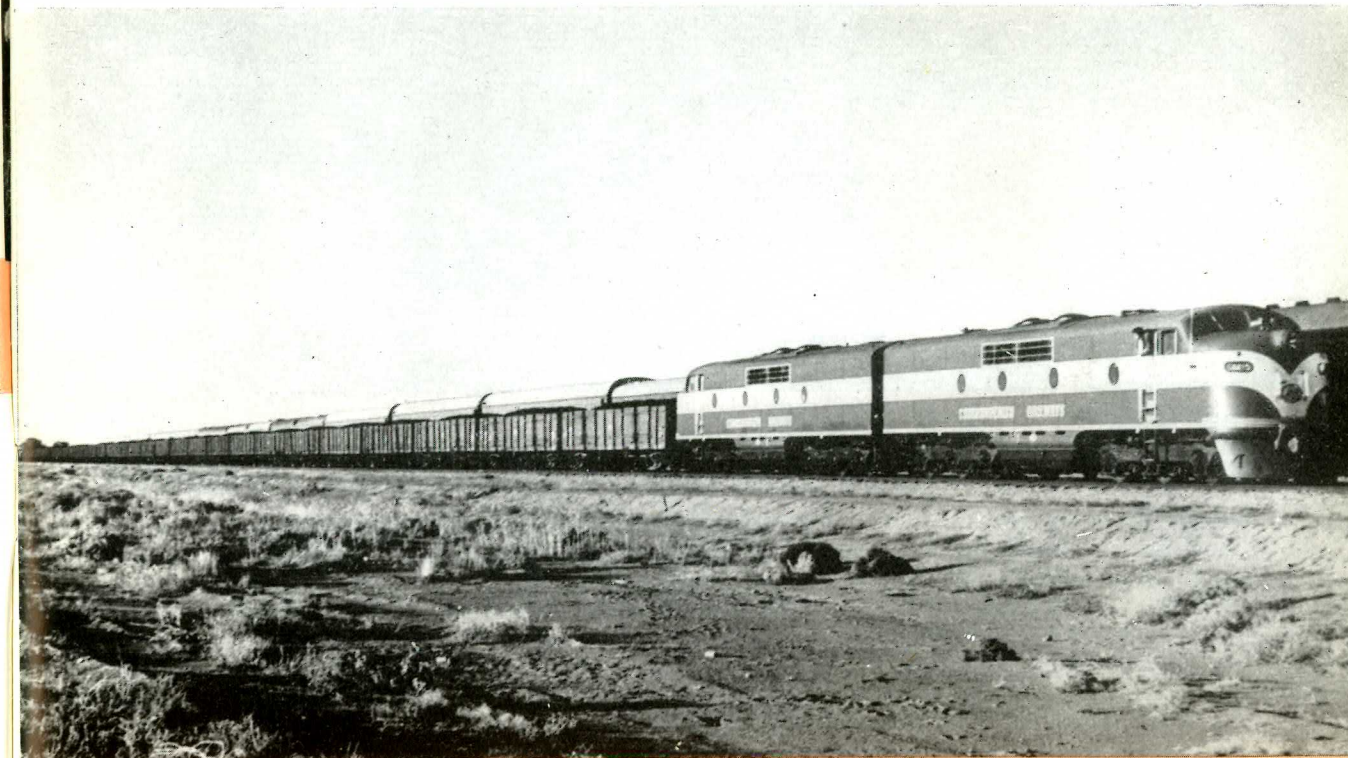
The express passenger trains are air-conditioned throughout. Irrespective of fluctuating atmospheric conditions outside the train, modern science controls the conditions inside the train, and extremes of heat and cold

are no longer causes for concern. Great care is taken to maintain an even healthy temperature throughout the train.

All cars have double-glazed sealed windows. An innovation on Australian railroads is that venetian blinds are hung in the space between the two panes of glass, and operated by a small handle on the wall near the window. A public address system is installed throughout the train. Musical and news programmes and announcements of interest to passengers, are relayed through this system. The loudspeakers in each compartment have individual controls.

Indirect trough ceiling lights, in addition to individual wall brackets, add to the restful atmosphere of the lounge and dining cars. A blue night-light is combined with the central ceiling fixture in sleeping compartments.

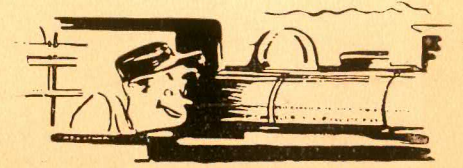
Power for air conditioning, lighting, &c. throughout the train is supplied from two diesel generators, in a separate power van. These generator sets are driven by General Motors Series 6-71 engines, each with a continuous rating of 120-h.p. when running at a speed of 1,500 revolutions per minute. The total generator output on full load is 150 k.W., and the current 415-volts, 3-phase, 50-cycle. Standard commercial auxiliaries on either 240 or 415 voltage can be used anywhere in the train.



Two 1,750 H.P. Diesel-Electric locomotives haul a coal train on the Stirling North-Marree Railway from the Leigh Creek Coalfield to the Port Augusta Power House. This train, consisting of 80 bogie wagons, is three-quarters of a mile long and has a gross weight of 5,060 tons.

COM-ENG always

looks ahead



For stainless steel rail-

Budd Diesel rail-cars are providing travellers on the Trans-Australian railways with the world's most modern and luxurious form of rail travel. Here, indeed, is streamlined service combining speed with comfort. Cruising at a speed of 70 miles an hour, the comfort of these rail-cars is truly luxurious—passengers can relax under even the hottest climatic conditions because of the efficient air conditioning.

The Commonwealth Railway Diesel rail-car illustrated above is 85 feet long, seats 90 passengers and is capable of speeds of up to 85 miles per hour—cars such as these are equally suitable for suburban service or inter city travel. Com-eng, in association with the Budd Company of Philadelphia, U.S.A., are now constructing diesel rail-cars and carriages almost entirely of high tensile stainless steel.

COM-ENG

Commonwealth Engineering Co. Limited, 11 Berry St., Granville, N.S.W.

'Phone:

cars COM-ENG

The Stainless Steel Diesel Hydraulic Rail cars for interurban and medium distance journeys supplied to Queensland Government Railways as illustrated above, were contributed by Com-Eng.

These rail cars can be coupled in multiples up to 12-car trains in any combination of power and trailer cars required for the particular service, are controllable from one end, and will operate in either direction.

Since 1946 Com-Eng, has built over 13,000 railway vehicles for the Railway Systems of Australia, including passenger cars, diesel rail cars, refrigerator cars, fuel-hopper wagons and many other classes of dry goods stock.

Wherever developments in Railway Transportation are adding to the comfort, safety and efficiency of modern life in our country, Com-Eng is playing a major part.

COM-ENG

YU 1211. Also at Rocklea, Q'land.; Dandenong, Vic.; and Bassendean, W.A.

ACROSS THE FASCINATING NULLARBOR

The Trans-Australian journey is one of the most fascinating experiences it is possible for the traveller to enjoy anywhere in the world. Although it does not offer scenic grandeur, this vast, primitive country has an inexhaustible supply of spectacular sights which make the journey alive with interest. You are conscious of the magic spell of aloneness that pervades the sparsely-inhabited plains, the ethereal beauty of delicately tinted sunsets, the supernatural appearance of lakes and shrubs, and the peculiar "other-planet" outlines of the hills. From Port Pirie Junction the express speeds northward between Spencer Gulf and the slopes of Flinders Range. A few miles from Port Augusta we skirt the head of the Gulf and turn westward, fixing our course by strange, flat-topped hills which stand out like islands in a sea of myall and mulga scrub.

Many people still regard the land around Port Augusta as semi-desert, but actually there are many large and important sheep stations in this area. Nature has provided hardy bush and nutritive herbage, excellent fodder for stock, and although the country boasts no surface water, underneath there is a vast storage of artesian water.

As the hills fade into the blue distance the express enters the fantastic "Lake" country, through chains of vast, flat pans of glistening salt. Some of these "lakes" have an area of several square miles, and are merely shallow salt beds. But when covered by rain they have

a blueish look, like inland seas, surrounded by bluffs and mimic cliffs with wooded slopes beyond. Then, crossing the happily-named Lake Windabout, we skirt the Island Lagoon, a large, salt lake with a remarkable hilly peak that rises from its midst like a miniature volcano.

Tarcoola, the largest settlement between Port Augusta and Kalgoorlie, nestles under low rugged hills from which gold is won. Leaving Tarcoola we soon pass the boundary fence of Wilgena, a typical pastoral sheep station that covers 1,920,000 acres in the saltbush country. Shortly afterwards we sweep along the crests of hills which are age-long accumulations of fine dust forming a tangled mass of ridges, covered with mallee gums, myall, black oak, silky oak, native cork and many other shrubs and bushes, and then on to the great unfenced expanse that stretches east and west for over 800 miles.

Still another big change occurs in the landscape, and the Express speeds on to the great and fabulous Nullarbor, one of the largest plains in the world. Extending for 420 miles, this enormous limestone plain is completely devoid of trees, aptly named the "Nullarbor"! The absence of trees and landmarks conveys the impression of leisurely progress, but distance is covered at an even greater speed than before. Animal life on the plain is extensive and varied. The largest native animals are the dingoes which are fairly common in the limestone holes and caves of the plain. Rabbits

are numerous everywhere, but kangaroos and wallabies are found only in the scrub country. Reptiles are also well represented—the quaint barking lizard which makes sounds like a dog barking, and the cycling lizard whose leg motions resemble the pedalling action of a man on a bicycle. Bird life is plentiful. The Australian bustard or plain-turkey, ranges far and wide, and the emu may be seen at various points on the plain. Quail, curlew and plover also appear and, in the springtime, flights of wild duck. Sometimes the cormorant or shag drifts on to this great sea of grass and bushes, where there is neither water nor fish. Swallows are everywhere, even in winter, and wrens and finches are plentiful. Huge eagles and smaller hawks are common and the limestone caves house white-owls of a variety apparently confined to this region.

Characteristic plants are the ghostly coloured bluebush and the saltbush, best of all native fodder plants, with its greyish-green leaves which are salt, but not unpleasant to the taste. These and a few kindred plants cover almost the whole surface of the plain. Grass comes in the spring, and withers before the heat of summer, but the saltbush and bluebush go on for ever. There is a fascination about these vast open plains which is as strong in its appeal as the grandeur of the forest.

This broad limestone plain covers an area greater than the whole State of Victoria. Its southern boundary is the Great Australian Bight, but its limits to the north have never been clearly defined.

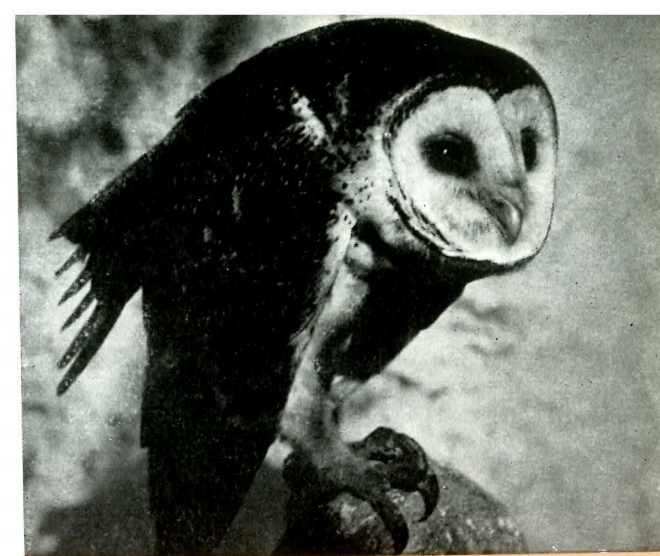
It is obvious that the sea once rolled where the plain now stretches. The limestone was formed under the sea by the gradual deposit of the skeletons and shells of tiny marine animals over the course of millions of years. It is full to-day of perfectly preserved sea-shells.

An enormous upheaval, probably connected with the depression in the ocean floor across the Great Australian Bight, once threw up this old sea-bed and raised it to dry land once more. Even now the plain retains so much of its sea-bottom nature that the water it yields is as salt, and sometimes much saltier, than the sea. Rain that falls on the surface is quickly absorbed, spongelike, by the limestone, which is full of caverns and subterranean passages.

There are innumerable blowholes—trumpets for the wind—on the Nullarbor, and many of them go deep down into the undiscovered realms, large enough to accommodate a cathedral tower. North of the railway is mostly unexplored territory, and southward to the great cliffs there is wide scope for the naturalist and explorer, although tracks to stations may be encountered.

A little more than 200 miles from Kalgoorlie a dark line of timber shows up on the horizon, marking the western fringe of the limestone plain. This is the tallest timber encountered in a thousand miles, a belt of Eucalypts, or salmon gums, which continues to within sight of the goldfields city of Kalgoorlie, the terminus of the Trans-Australian Railway and the connecting station for passengers travelling to Perth by the Western Australian Government Railways.

Australia's native dog, the dingo, which lives in the holes and limestone caves on the plain.



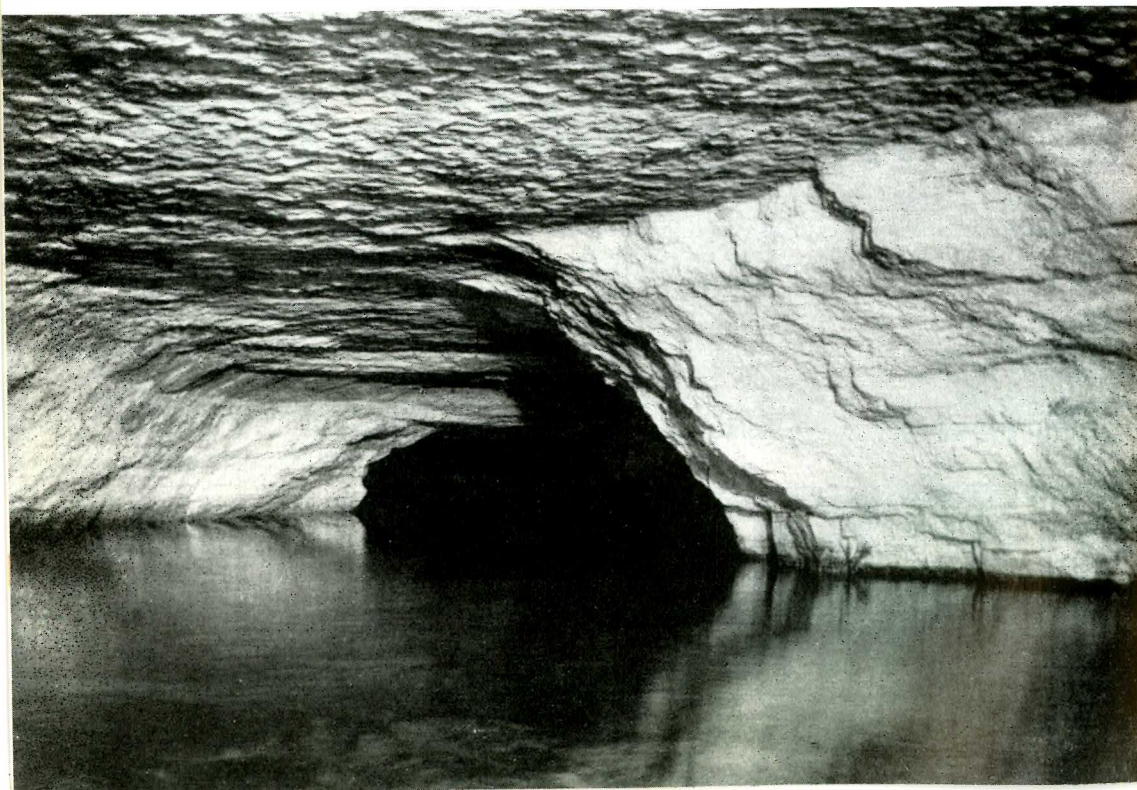
The famous cave owl, seen only in the Nullarbor region.



The barking lizard, a harmless little chap who, when threatened, stands on his toes and barks like a dog.



Australia's native dog, the dingo, which lives in the holes and limestone caves on the plain.



A cave beneath the Nullarbor plain, formed by countless years of water action on the subterranean limestone.

(Photo by Rev. G. C. Woolf)

HOW THE CONTINENT WAS SPANNED

Prior to the construction of the Trans-Australian Railway, Western Australia was almost isolated from the Eastern States of the Commonwealth, the sea being the only mode of travel. A distance as great as that from New Zealand to New South Wales, over 1,000 miles of waterless country, lay between. Except for a few wandering tribes of aborigines who subsisted on such scanty food as nature afforded, 800 miles of this vast distance was entirely uninhabited.

In 1870, Sir John Forrest—afterwards Lord Forrest—crossed overland, the journey occupying five months, and in 1892 he set his mind on connecting the East and West by railway. The

prospect of the construction of the railway was one of the inducements held out to Western Australia to enter the Australian Federation, but it was not until 1911 that the work was authorized by the Commonwealth Parliament. The first sod was turned on 14th September, 1912, and track-laying was commenced in 1913.

The railway is the longest ever constructed in Australia, at one time, 1,051 miles from Kalgoorlie to Port Augusta; it was constructed, and is owned and operated by, the Commonwealth Railways of Australia. The first passenger train from Port Augusta to Kalgoorlie was run on 22nd October, 1917.

The greater portion of the work was undertaken during the 1914-18 war years, but despite the difficulties in obtaining materials, construction was completed in four years. The operation of the Trans-Australian Railway, with its long waterless sections, poor coal and bad water, necessitated a disproportionate effort in transporting essential supplies for steam locomotives. The change-over from steam to Diesel-Electric locomotives has eliminated these problems, and travellers are now enjoying a more frequent, speedier service, with luxurious, comfortable travel.

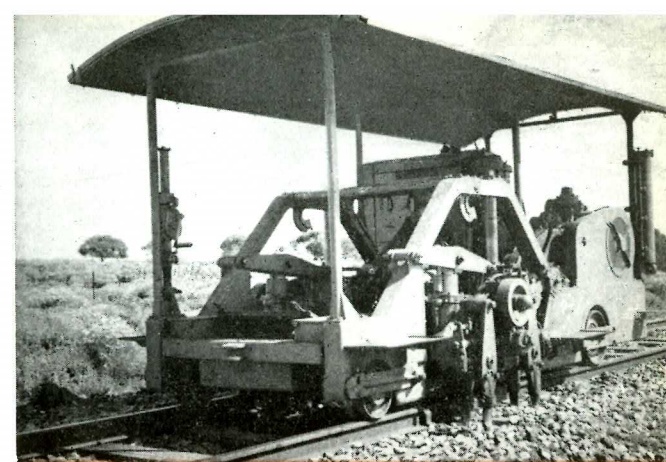
No great engineering difficulties had to be surmounted in the construction of the Trans-Australian Railway. No mountains or rivers needed to be crossed, but there were many other problems involved. In the whole 1,051 miles there is not a single running stream; and wells, bores and reservoirs had to be built at enormous cost for all water requirements. Transport and supplies for the thousands of men, hundreds of horses and camels, the water supply problem, and the many subsidiary enterprises not normally associated with railway construction, all added greatly to the herculean task. In fact, no similar length of railway has ever in the world's history been built through country so lacking in natural aids and so difficult through which to carry supplies.

The Commonwealth Railways Department supplied all the personal requisites and provisions for the workmen, established and conducted its own retail and wholesale stores and boarding houses, provided and staffed hospital cars, established post offices and savings banks, and catered generally for the requirements of a complete civilized community. Bakers', butchers', and greengrocers' shops, including a bakery itself, formed part of the camp, and were all moved forward on wheels as the line reached out, forging for the first time a link between East and West.

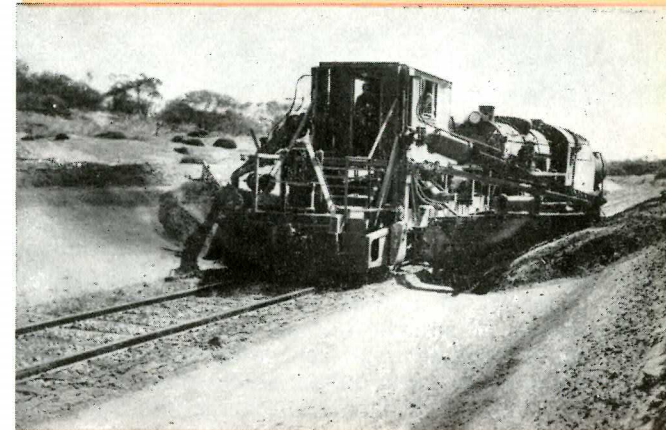
Three thousand men, motor cars, steam shovels and hundreds of horses and camels co-ordinated the laying of 2,500,000 sleepers, 140,000 tons of rails, and the shifting of 5,000,000 cubic yards of earth and rock. Track-laying machines not previously used in railway construction in Australia were utilized, and speeded up the work. In one period of four weeks, 46 miles 42 chains of track were laid, and in one year 442 miles 44 chains. The rate of progress established a record for railway construction in Australia.

The railway was extended to Port Pirie Junction in 1937.

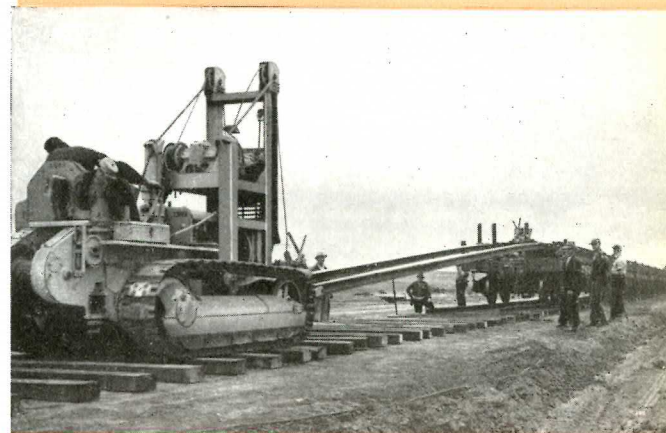
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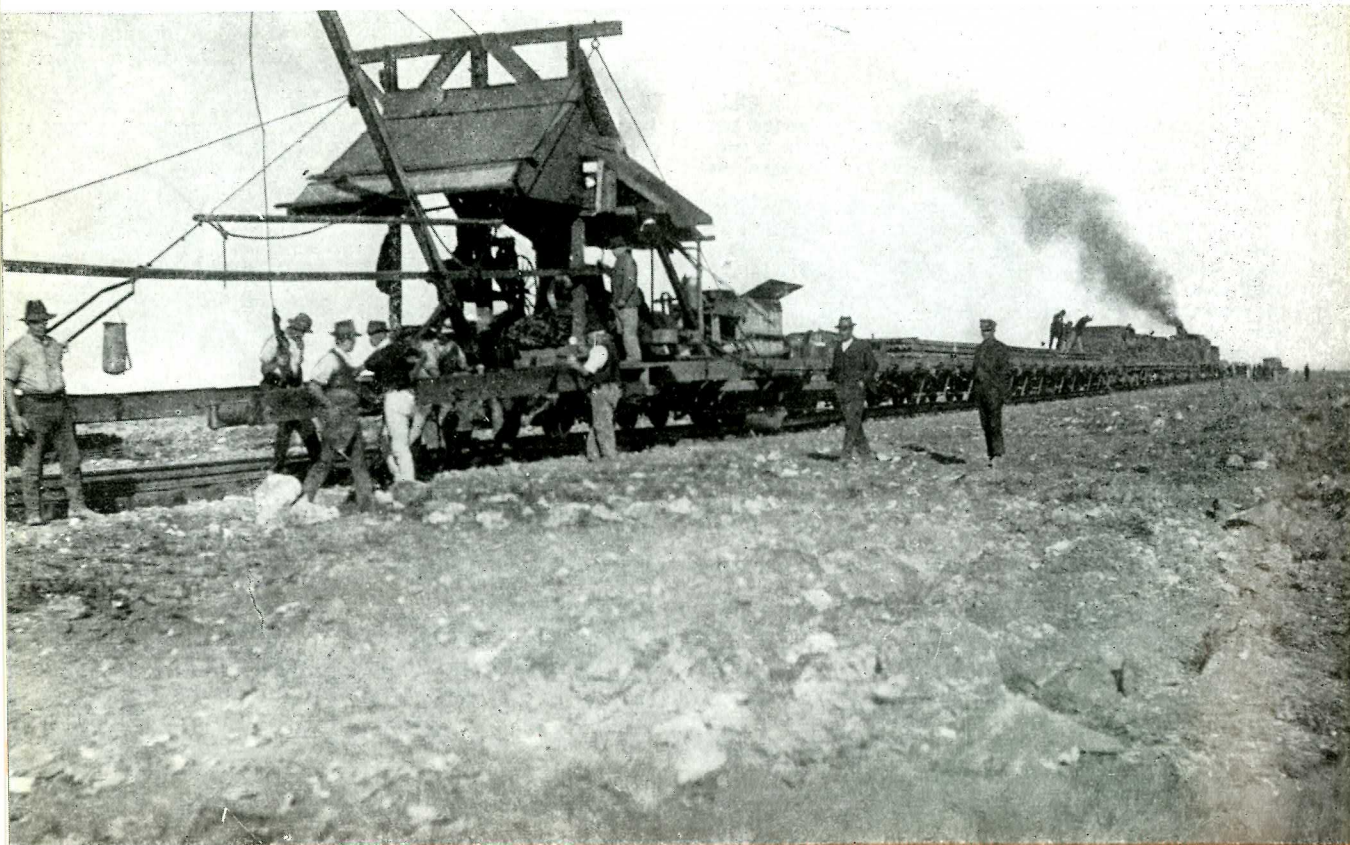
A Matisa track tamping machine which is used to pack the ballast under and around the sleepers and ensures smoother train riding across the Trans-Australian Railway.



A Jordan Spreader Ditcher. This machine is used to clear cuttings and form banks and is another example of the extent to which railway maintenance has been mechanized on Commonwealth Railways.

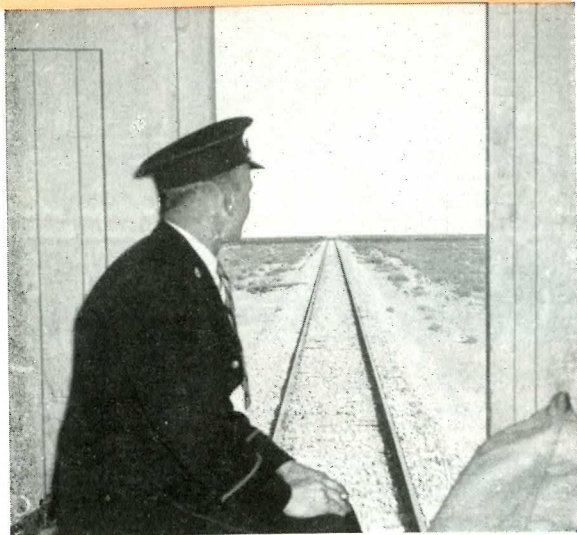


Pulling rails during construction of the Stirling North-Marree Railway. A comparison with the photograph on the previous page.



A historical photograph showing a track layer in operation during the construction of the Trans-Australian Railway.

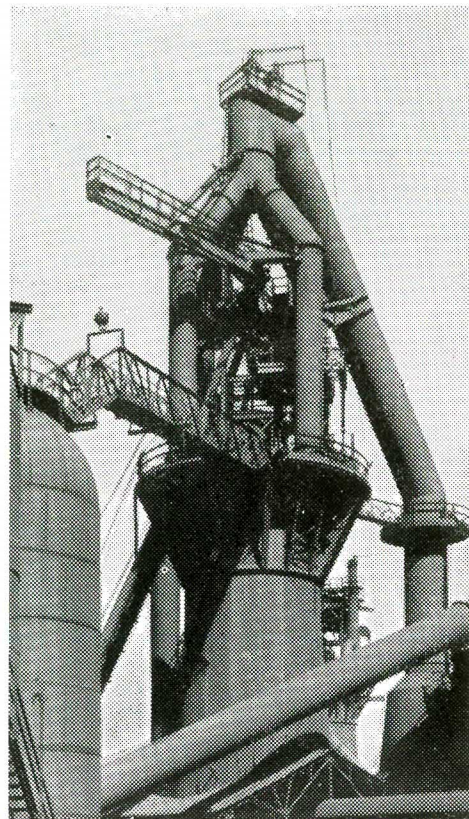
Looking back over the longest straight stretch of railway track in the world.



THE LONG STRAIGHT

Possibly, even the natural wonders of the great Nullarbor Plain cannot compete for unique interest with this man-made wonder which created a record in railway construction—the longest stretch of straight railway track in the world. Three hundred miles across the Nullarbor without a single curve in the whole distance! It is here that the sky and earth merge into a magical horizon. By day the sun shines in a blue heaven, often completely cloudless, but at the most flecked only by a few clouds. There are none of the landmarks we look for in normal landscapes. No hill or valley, no tree or house. Yet, it has a strange fascination. At night the moon and stars shine with an intense brightness not seen in moister climates; and under the moonlight, the blueish-white and grey-green of bluebush and saltbush look even more ethereal and ghostlike than by day.

Australia not only possesses the longest, but also the third longest railway straight in the world—126 miles between Nyngan and Bourke, N.S.W. Of other continents with vast plains, the United States of America has a straight of over 100 miles and Russia cannot exceed 100 miles. So the Trans-Australian Railway holds the world's record—300 miles across the Nullarbor Plain. And now the Diesel-Electric locomotive can show its paces—travelling at a smooth 60 miles per hour, while you sleep restfully in your cabin, or relax in the supreme comfort of the lounge.



The Blast Furnace . . .

. . . is the cradle of modern living, for here is smelted the iron from which steel is made. This key metal is vital to modern society . . . for our industry, transport and construction. Steel for bridges, buildings, factories; steel for locomotives, automobiles, refrigerators, water pipes, and thousands of other articles of our everyday living.

In our defence, too, steel plays a dynamic role, whether on the land, sea, or in the air. Steel means strength and security — security to carry on the great job of developing our nation.



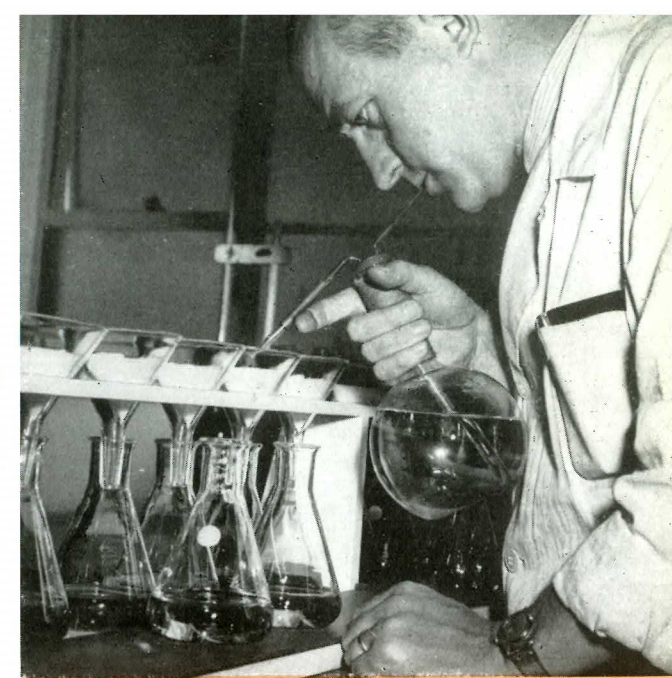
THE BROKEN HILL PROPRIETARY CO. LTD. & SUBSIDIARIES

THE SELF-CONTAINED RAILWAY

The smooth and efficient running and maintenance of the Trans-Australian Railway is dependent to a very great extent upon the many employees whose duties make it necessary for them to live with their families at isolated stations and depots along the line. The housing and welfare of these employees are a major consideration and involve a carefully organized system of supply to maintain their well-being and provisioning.

Nowhere in the world is there a railway so completely self-contained. The railway administration maintains its own Provision Stores for the supply of all requirements of the staff—groceries, vegetables, clothing, furniture, &c., &c. It also operates its own bakeries, farm, butchery, ice supply, laundry, electricity generating plant, and its own wharf.

A main store is established at Port Augusta, with branch stores at Tarcoola, Cook, Rawlinna and Parkeston. A supply train, known familiarly as the "Tea and Sugar" train, a complete modern store on wheels, and incorporating its own refrigeration vans, traverses the line and provides continual fresh supplies of meat, fruit, vegetables, groceries, clothing and general household goods to these families scattered along the railway. Drinking and domestic water and firewood also have to be transported to many sections where supplies are not obtainable locally—water is carried up to 537 miles. Bakeries at Port Augusta,



A Commonwealth Railways Chemist in the railways laboratories.

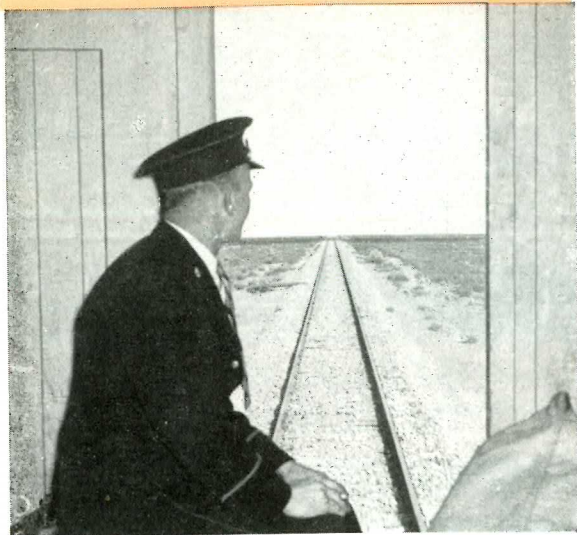
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All employees' homes along the Trans-Australian Railway are equipped with refrigerators supplied by the Railway Administration. The laundry, located at Port Augusta, handles all linen required in sleeping and dining cars for both Trans-Australian and Central Australia Railways, turning out thousands of articles weekly.



Children of some of the maintenance staff along the Nullarbor on their way to school.

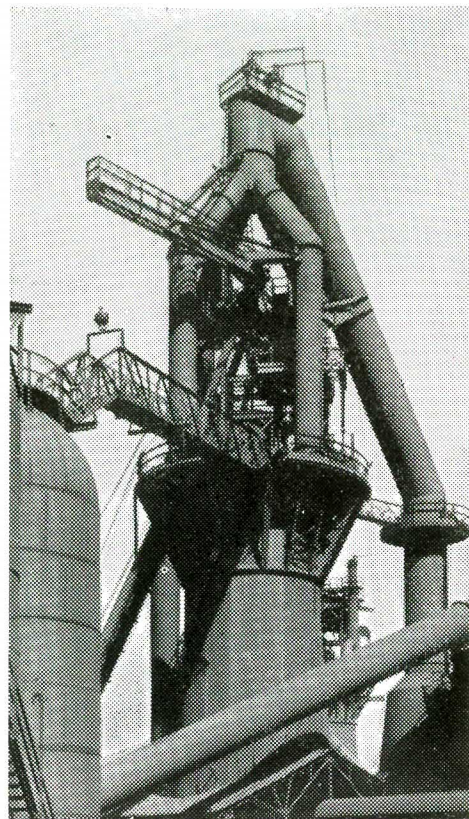
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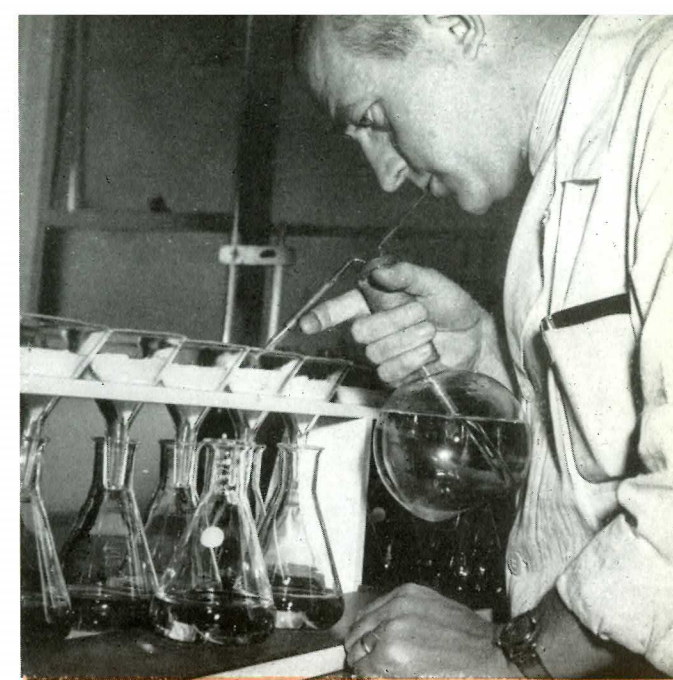
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Children of some of the maintenance staff along the Nullarbor on their way to school.



Commonwealth Railways provision store at Port Augusta.

Schools have been provided at a number of locations and, wherever practicable, families with children of school age are housed at those places. The Commonwealth Railways Departmental Welfare Officer arranges instruction by correspondence for children at other depots.

Recreation halls have been erected at some depots, and dances, concerts and other entertainments provide enjoyment and relaxation. Sports

and other social and cultural amenities are provided for, and tennis courts and libraries help to compensate the Commonwealth Railways staff for their isolation from towns and cities. Medical officers at Port Augusta and Kalgoorlie provide services which are available to all employees. Here, indeed, is a complete self-supporting organization truly unique in railway operation in Australia, and probably in the world.



Commonwealth Railways Residences at Port Augusta.

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623 Collins-street, Melbourne

THE STREAMLINED COMFORT OF THE BUDD DIESEL RAIL CAR

The Budd Diesel Rail Car on the Trans-Australian Railway provides the traveller with the most modern form of rail transport in the world—streamlined service combining speed with the acme of comfort. The cars are fully air-conditioned, and are mainly used for short distance travel between Port Pirie Junction and Port Augusta, Pimba (and the Rocket Range at Woomera), and Tarcoola. Between these points the Budd Cars provide a faster and more frequent service for passengers, parcels, mails, and food-stuffs than was practicable with the previous mixed train service operated with steam power.

Built by the Budd Company of Philadelphia, these Diesel Cars are constructed almost completely of high tensile stainless steel. The sides and roof form part of the structure. They are 85 feet long, and are capable of a maximum speed of 85 miles per hour, with a cruising speed of 70 miles per hour. Two separate 2-cycle General Motors diesel engines provide the power.

Further details of travel by parties on the Budd Car may be obtained from the Secretary, Commonwealth Railways, 623 Collins-street, Melbourne.



A Budd Diesel Rail Car approaches Port Augusta Station.

TRANS-AUSTRALIAN RAILWAY



Car

Air-Conditioning

on the

Stone-Carrier System

by

J. STONE & COMPANY
(A'SIA) PTY. LIMITED

181 Clarence Street, Sydney

The Australian Subsidiary of
J. STONE & COMPANY (HOLDINGS)
LTD., LONDON

KALGOORLIE AND THE GOLDEN MILE

Westbound passengers by the Trans-Australian Railway make their first acquaintance with Western Australia's populated areas on arrival at Kalgoorlie, capital city of one of the world's most famous gold bearing areas. Astonishingly rich gold discoveries at Coolgardie in 1892 set the mining world agog, but even richer discoveries at Kalgoorlie in the following year brought men from the ends of the earth following the irresistible lure of gold.

From the rough settlements of those early days emerged the twin cities of Kalgoorlie and Boulder. Railway communication followed closely and accelerated the already rapidly growing size of the golden cities. Water was a vital problem, so vital that it resulted in a mighty scheme—recognized as one of the greatest engineering feats of the world—for the carrying of a stream of water

from the Darling Ranges on the coast, 350 miles to the goldfields. The goldfields water scheme was completed in 1903.

To-day Kalgoorlie, with its modern buildings, spacious streets, electric tram services, parks and gardens, is still, after more than half a century of existence, a thriving gold centre.

COMMONWEALTH RAILWAYS MAP OF AUSTRALIA:

The Commonwealth Railways Map of Australia showing the different gauges of the Railways systems is available at a cost of 3s. per copy.

The Map may be obtained from the Secretary, Commonwealth Railways, 623 Collins-street, Melbourne, or the Senior Waiter on Trans-Australian Trains.

"DRIVE YOURSELF" CAR SERVICE.

Passengers from Adelaide and Melbourne to Perth may arrange to have a "Drive Yourself" motor car available on their arrival in Perth.

Further information including rates, &c., may be obtained, and bookings may be made, at the following offices:—

Victorian Government Tourist Bureau,
272 Collins-street,
Melbourne.

Commonwealth Railways Representative,
Railway Station,
Adelaide.

The car service is operated by "U" Drive Pty. Ltd., No. 1 William-street, Perth, W.A.



A memorial in Kalgoorlie erected in honour of Patrick Hannan, who was the first man to discover gold at Kalgoorlie.

WHEN VISITING PERTH
STAY AT

Rex Hotel
CORNER KING AND HAY
STREETS

W.A.'s ONLY LICENSED PRIVATE HOTEL
Hot and cold water in all rooms

OUR PRIVATE BAR IS FOR THE
EXCLUSIVE USE OF GUESTS AND
THEIR FRIENDS

Phone—21-6314
21-2503

Clyde G-M

Record of Progress

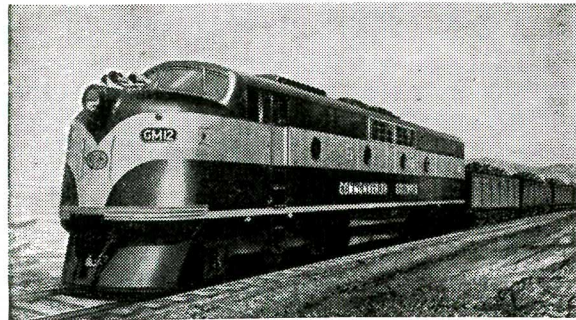
47,000,000 miles, equivalent to 188 times around the earth — that is the mileage set by Clyde G-M Diesel Locomotives in just over 7 years — and virtually trouble-free.

Go anywhere in Australia — from the Queensland canefields, throughout the Commonwealth and State Railways systems, to Lakewood, Western Australia, and you'll find a Clyde unit for every rail job. Overseas — in New Zealand, Pakistan, and Hong Kong, Clyde units are performing with the same efficiency in every function from shunting to main-line operation.

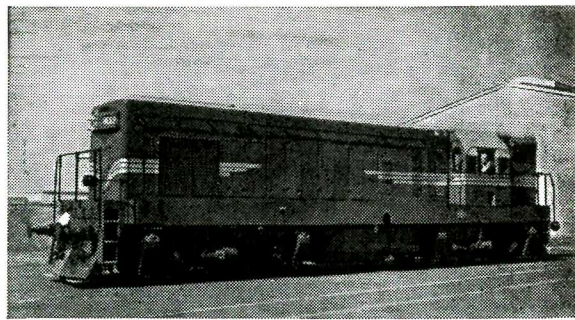
Unsurpassed for service and speed, Clyde G-M Diesel Locomotives are renowned for their reliability, haulage capacity, and lower operating and maintenance costs.

The record of progress shows that 206 units totalling 213,150 h.p. have been ordered from Clyde since the first delivery was made in September, 1951.

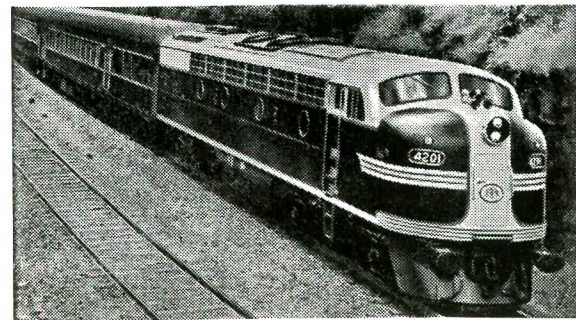
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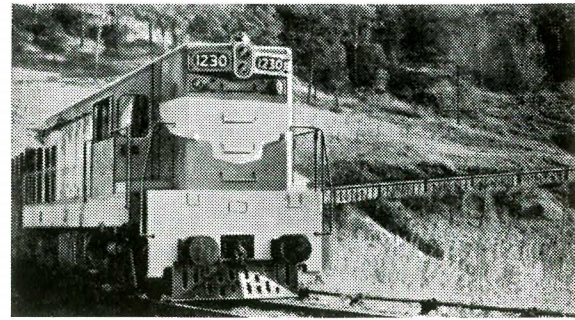
COMMONWEALTH RAILWAYS—11 units 1500-h.p., 10 units 1750-h.p.



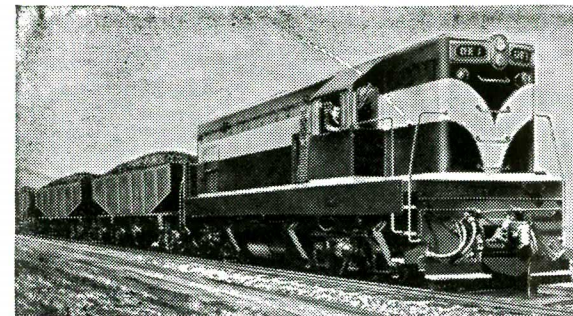
NEW ZEALAND RAILWAYS—10 units 1310-h.p.



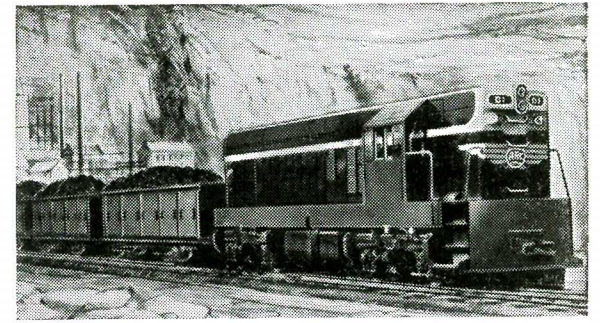
NEW SOUTH WALES RAILWAYS—6 units 1750-h.p.



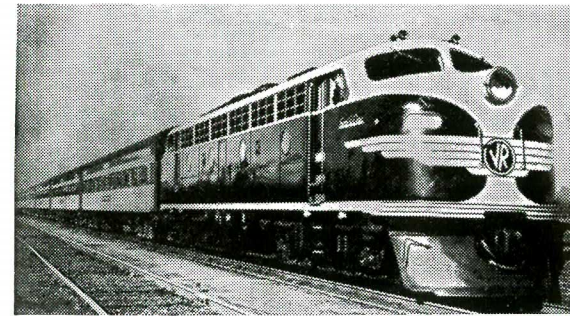
QUEENSLAND RAILWAYS—23 units 1310-hp.



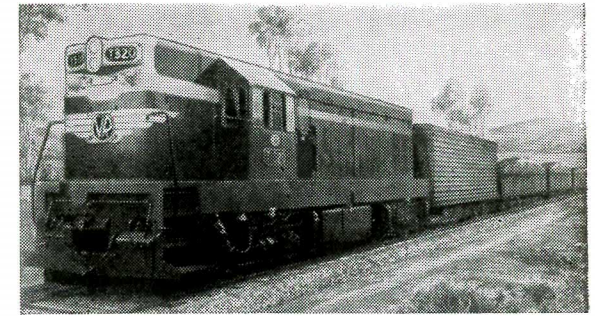
B.H.P., WHYALLA, S.A.—4 units 1310-h.p., 2 units 875-h.p.



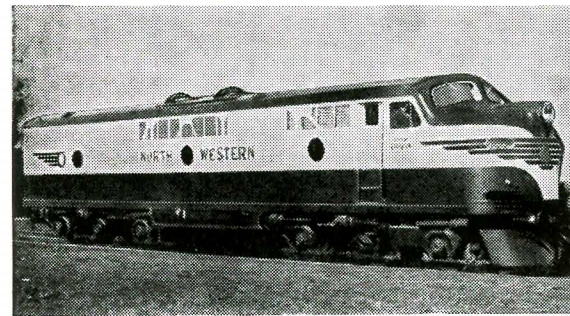
AUSTRALIAN CEMENT—1 unit 875-h.p.



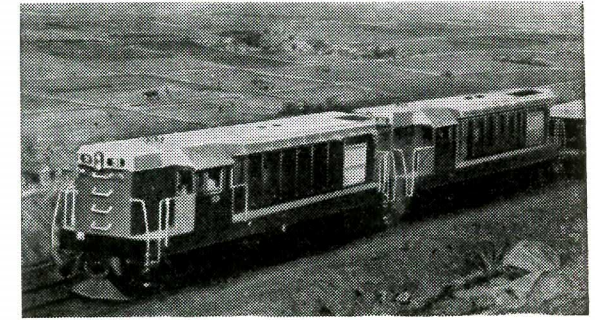
VICTORIAN RAILWAYS—26 units 1500-h.p., 10 units 1750-h.p.



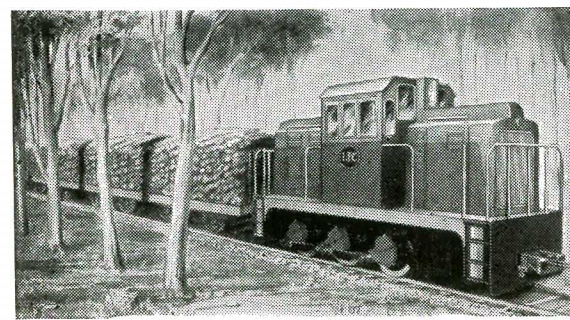
VICTORIAN RAILWAYS—37 units 875-h.p.



N.W. RAILWAYS, PAKISTAN—9 units 1500-h.p.



KOWLOON-CANTON RAILWAYS—2 units 1125-h.p., 3 units 1310-h.p.



LAKEWOOD FIREWOOD CO. LTD.—2 units 250-h.p.



CANEFIELDS AND INDUSTRIAL—50 units 170-h.p.

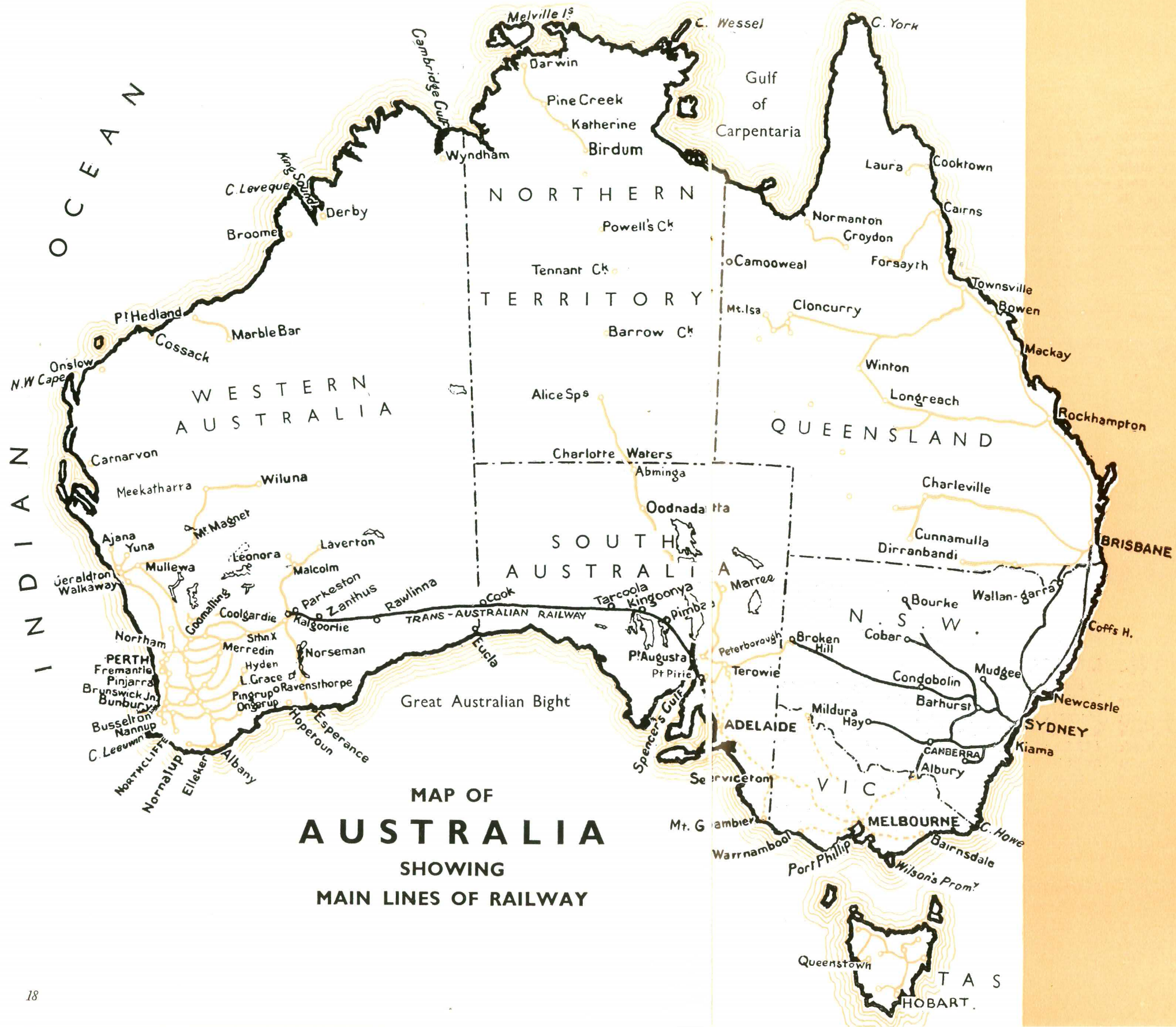
CL144R



Clyde G-M Diesel Locomotives Made in Australia by
THE CLYDE ENGINEERING COMPANY PTY. LTD.
 CLYDE, N.S.W.

A MEMBER OF CLYDE INDUSTRIES LIMITED

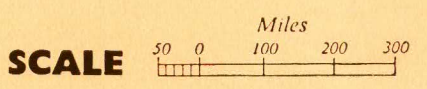




MAP OF AUSTRALIA SHOWING MAIN LINES OF RAILWAY

MAIN RAILWAY LINES OF AUSTRALIA

The Trans-Australian Railway is the vital link between the Railway systems of the Eastern States and of the West.



LEGEND

- 5' 3" Gauge — Port Pirie Junction (S.A.) — Albury (N.S.W.)
- 4' 8½" Gauge — Kalgoorlie (W.A.) — Port Pirie Junction (S.A.), Albury (N.S.W.) — South Brisbane (Qld.) — Stirling North — Marree (S.A.)
- 3' 6" Gauge — Fremantle — Kalgoorlie (W.A.)

FACILITIES AND AMENITIES PROVIDED ON THE TRANS-AUSTRALIAN RAILWAY EXPRESS TRAIN

DINING CAR AND LIQUOR SERVICE:

BREAKFAST is served from 7.30 a.m. to 9.00 a.m. (On eastbound trains, this meal is available until 10.00 a.m. on the day of departure from Kalgoorlie.) Sittings are not allotted in the dining car for the breakfast meal.

LUNCH—sittings commence at 12 noon, 12.45 p.m. and 1.30 p.m. (Sittings for the luncheon meal on eastbound trains on the day of arrival at Port Pirie Junction commence 30 minutes earlier in each case.)

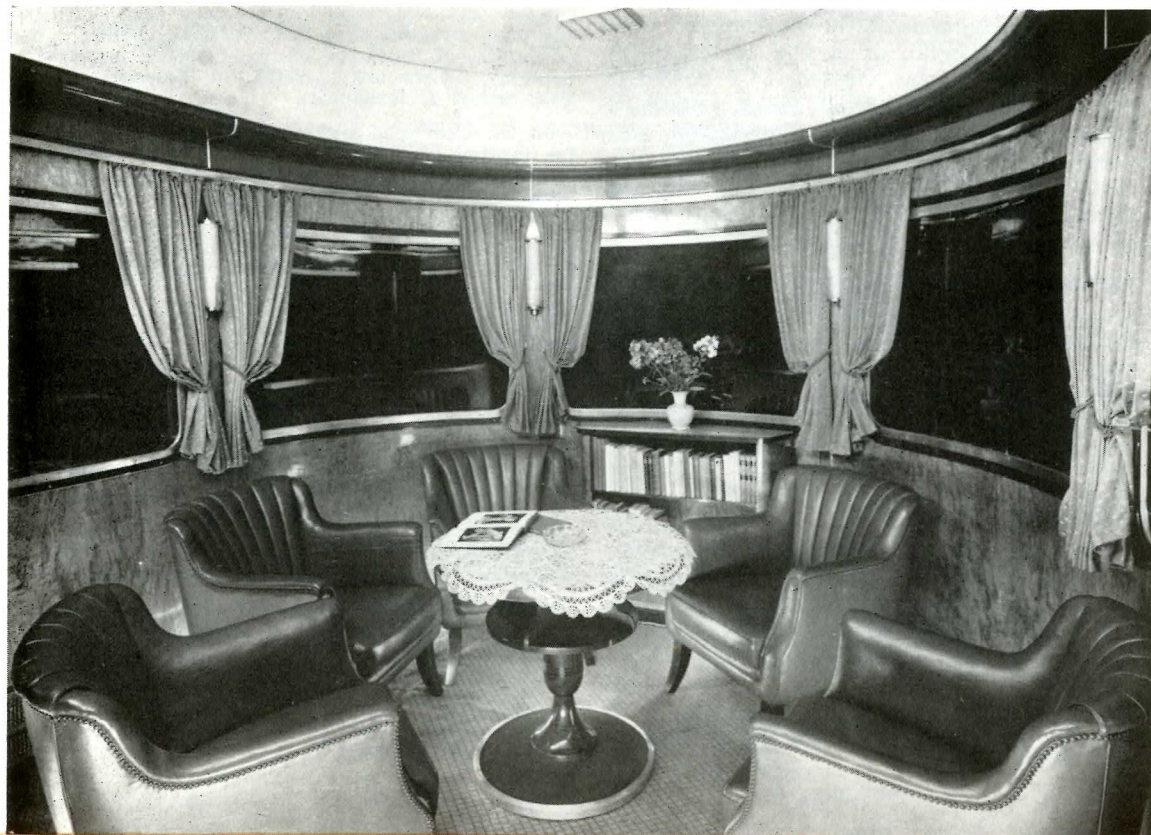
DINNER—sittings commence 5.30 p.m., 6.15 p.m., and 7.00 p.m.

The Senior Waiter will hand each passenger a card showing which of the luncheon and dinner meal sittings he or she is to attend. Passengers will retain the same seat at each of these meals.

Announcements will be made over the train public address system 5 minutes before each sitting is due to commence.

Male passengers are requested to wear coats in the dining-room.

A liquor service is available in the smoking section of the first-class lounge car for 30 minutes prior to the commencement of the first sitting of the luncheon and dinner meals and after dinner. A similar service is provided in the dining car during luncheon and dinner for both first and second-class passengers.



The observation lounge of the observation-sleeping car on the Trans-Australian Railway express train.

ROOM SERVICE:

Early morning and afternoon tea is served in your cabin.

In the cabinet immediately behind the mirror there is a thermos jug of cold water, together with tumblers.

Three-pin power points (240-volt) for electric razors &c., are provided in each cabin.

Electric irons and ironing boards are available on application to your Car Conductor.

Portable bassinets are provided for passengers travelling with babies-in-arms. These can also be obtained from the Car Conductor.

Writing paper and envelopes are also available from the Car Conductor.

LOUNGE CAR:

The first-class lounge car adjoins the dining car. A music room (with piano), and separate ladies' and smokers' lounges are available in this car. The observation lounge in the rear car is available for use by all first-class passengers.

A separate lounge is provided for second-class passengers.

OTHER SERVICES AND INFORMATION:

Showers: Hot and cold water showers are provided in each car. These should be operated in accordance with the instructions displayed in the shower-room.

Radio: Each compartment and lounge is fitted with a loudspeaker for relaying news, music, and announcements throughout the train. Separate controls are provided in each compartment and the radio can be shut off if not required.

Telegrams: Passengers may despatch and receive telegrams whilst *en route*.

Cigarettes, &c., confectionery, aerated waters, playing cards, post cards, novels and magazines, souvenirs, and the Commonwealth Railways Map of Australia may be purchased from a Conductor who traverses the train, or from Waiters in the Dining Car.

When travelling West watches should be put back 45 minutes before retiring at night and a further 45 minutes before arrival at Kalgoorlie.

When travelling East, watches should be put forward one and a half hours before retiring at night.



The Dining Car on the Trans-Australian Railway Express Passenger Train.

THE CENTRE—HEART OF AUSTRALIA

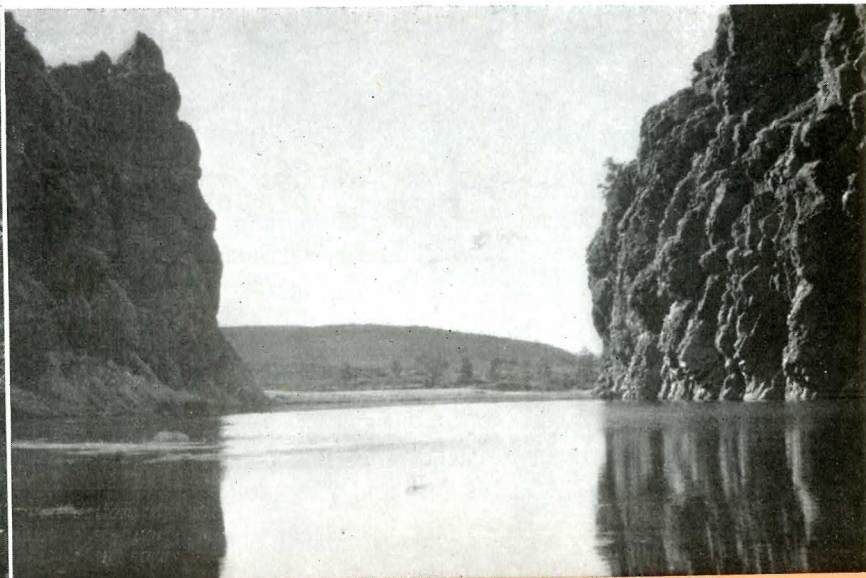
Central Australia, with its variety of unique scenic attractions and perfect winter climate, is fast becoming a popular tourist resort. To the traveller in search of unique and primitive scenes, or seeking the quiet grandeur and invigorating air of inland Australia, this territory has a fascinating and irresistible appeal. Scientists the world over are keenly interested in the Australian aborigine, and it is in Central Australia that his corroboree, ceremonies, and methods of spear and boomerang throwing can be thoroughly studied. It is one of the few places in the world where men may still be seen living in the stone age.

Alice Springs, the terminus of the Central Australia Railway and focal point of all tourist activities, is situated in the MacDonnell Ranges, 2,000

feet above sea level. The climate is ideal during the months of May, June, July, and August, when southerners are suffering the rigours of winter. From Alice Springs, unrivalled beauty-spots are within easy reach—Palm Valley, Simpson's Gap, Emily Gap with its carvings, Gall Spring, Standley Chasm and Glen Helen Gorge are but a few of the delightful attractions that await the traveller in the magnetic heart of the continent. It is here that one can enjoy the wonder and pleasure of the shadowy gorge where grottoed rock pools and water-worn caverns lie beneath the cliffs, and in Palm Valley the long palm-like fronds of the cycad, the world's oldest living palm, meet the eye as one's gaze inevitably lifts to the great red walls.

Why not Central Australia for your next holiday?

The rugged Standley Chasm, Central Australia.



One of the Centre's famous beauty spots, Glen Helen Gorge.



Diesel-electric locomotive operating on the Central Australia Railway.

CENTRAL AUSTRALIA RAILWAY

On the 3 ft. 6 in. gauge Central Australia Railway steam locomotives have been almost entirely replaced with Diesel-Electric locomotives supplied under contract by the Birmingham Railway Carriage & Wagon Co. Ltd. These Diesel-Electric locomotives, of which 14 are at present in service, are powered by Sulzer engines, and the electrical equipment was supplied by Crompton Parkinson Ltd.

Diesel-Electric locomotive power on this railway has resulted in faster services with heavier loads, and greater availability of rolling-stock. Apart from the more efficient service, there has been a considerable saving in operating costs.

A BRIEF HISTORY

Prior to the opening of the standard gauge railway from Stirling North to Marree on 27th July, 1957, all passenger and goods traffic for Central Australia and the Northern Territory was carried over the narrow gauge railway between Port Augusta and Alice Springs.

With the opening of the new standard gauge line, goods and passengers are transferred to and from narrow gauge at Marree.

The narrow gauge railway between Port Augusta and Marree has been closed and dismantled, except for the section Port Augusta to Hawker which has been kept open to cater for pastoralists in the area, some little distance from the new standard gauge railway running west of the Flinders Range.

The narrow gauge Central Australia Railway was part of a proposed railway across Australia, from Port Augusta to Darwin. The railway was built to suit the limited traffic of the vast area to be served. The first section (Port Augusta—Hawker, a distance of 65 miles) was completed and opened to traffic on 28th June, 1880. Several extensions followed, and the line reached Oodnadatta (478 miles from Port Augusta) in 1889.

The Port Augusta to Oodnadatta Railway was transferred from the State of South Australia to the Commonwealth on 1st January, 1911, in accordance with "The Northern Territory Acceptance Act 1910." From the date of transfer, until 1st January, 1926, the railway was worked under an agreement as part of the South Australian Railway System. From the latter date, Commonwealth Railways have operated the Central Australia Railway. The extension from Oodnadatta to Alice Springs, a distance of 293 miles, was not opened for traffic until 2nd August, 1929.

Prior to the completion of the railway to Alice Springs a weekly train was run as far as Oodnadatta; this train acquired the cognomen of the "Ghan" as the result of its extensive use by the Afghan camel drivers and their families who, in those days, comprised about half the population of Oodnadatta and Marree. When the through line was opened, a fortnightly train, with both sleeping and dining cars, ran to Alice Springs. This train came to be known as the "Flash Ghan" and the other as the "Dirty Ghan."

The name "Ghan" has been retained by the passenger train which runs each week to Alice Springs, except in the winter tourist season when there are two passenger trains each week.



Aboriginal fishermen near Darwin hauling aboard a voracious crocodile.

THE NORTH AUSTRALIA RAILWAY

Diesel-Hydraulic rail cars have been placed in service on this railway. These rail cars, and the new Diesel-Electric locomotives have introduced a new era of travelling over the North Australia Railway.

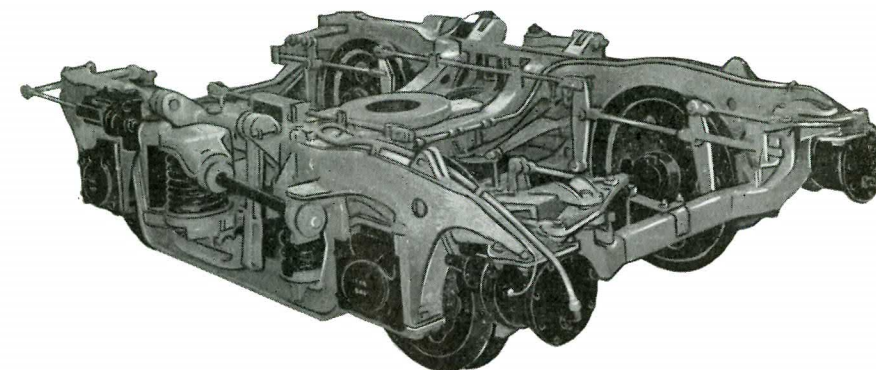
A co-ordinated road and rail freight service is operating between Alice Springs and Darwin, the goods being conveyed from Alice Springs to Larrimah by road and thence to Darwin by rail. With this service, it is possible to consign goods from any of the Southern States to Darwin or any other station on the North Australia Railway.

Covering a distance of 316 miles between Darwin and Birdum, the North Australia Railway serves sparsely settled territory; prior to the 1939-45 War, traffic was extremely light. With the exigencies of war, the tempo of this quiet back-water system was suddenly increased to

unbelievable proportions. Train mileage jumped from 32,364 to 741,527 miles in one year, and goods tonnage leaped from 7,697 tons in 1939 to 213,452 tons in 1944. During the first raid on Darwin on 19th February, 1942, an almost indispensable locomotive was blasted into the harbour, eighteen trucks destroyed, and the main line broken at 4½ miles from Darwin. Further disastrous raids increased the innumerable obstacles and set-backs experienced by the railway, but it is worth recording that it never failed, and no serious delays to traffic resulted.

It is possible that one day the gap of 621 miles between Alice Springs and Birdum will be bridged by rail, but no matter what the changes may bring, the epic of the North Australia Railway's wartime efforts will always remain as a bright chapter in the war history of Australia.

HELPING TO BUILD A TRADITION



of

**RAILWAY
SERVICE**
in

**PASSENGER
COMFORT**

**PASSENGER
SAFETY**

**PASSENGER
CONFIDENCE**

**"COMMONWEALTH"
SMOOTH RIDING
CAR BOGIES**

The inherent strength and assured dependability of "BK" Cast Steel, one-piece Bogie Frames, are outstanding examples of how a tradition of experience has developed the ultimate in this vital component of railroad car construction.

Absorbing shock and impact, "BK" Bogies contribute largely to passenger comfort in SMOOTHER RIDING. Extremely rugged, they provide a "never used" margin of safety that can be relied upon under any conditions. Their long record of service-tested dependability has helped build a degree of passenger confidence in railroad travel, unequalled by any other form of transport.

Manufactured in Australia by

**BRADFORD  KENDALL
LIMITED**

Head Office: ALEXANDRIA, N.S.W.

FREMANTLE, W.A.

WODONGA, VIC.

KILBURN & PT. AUGUSTA, S.A.

RUNCORN, Q'LD.

QUARANTINE REGULATIONS

WESTBOUND TRAFFIC:

Codling Moth is not yet established in Western Australia and therefore fruits such as apples, pears and quinces, or second-hand fruit cases which could harbour the Codling Moth, are prohibited entry into that State.

Western Australia is still free of Apple Scab or Black Spot of Apple. Therefore apple trees are prohibited entry into Western Australia, except under special quarantine safeguards.

Grapes, grape vines, and grape cuttings are prohibited because of the danger of introducing Phylloxera.

All fruit is subject to inspection by Departmental inspectors, one of whom is at Kalgoorlie.

If plants other than grape vines are to be taken into Western Australia, they should be accompanied by a declaration that they have been grown in a Phylloxera-free area.

EASTBOUND TRAFFIC:

The importation of trees and plants into South Australia by rail is prohibited, with the exception of plants and tree (not including grape vines and roots of vines) for ADELAIDE ONLY. Plants and trees may be consigned from any part of Western Australia by rail to ADELAIDE ONLY, subject to compliance with certain conditions, details of which may be obtained from the Department of Agriculture in Western Australia. The carriage of grape vines and roots of vines is entirely prohibited.

Fruit fly is present in Western Australia, but not in South Australia, therefore the importation of fruit from Western Australia is prohibited by South Australia. No fruit of any kind can be accepted for transport eastwards over the Trans-Australian Railway.

CO-OPERATION:

Passengers are asked to co-operate with the Plant Quarantine Authorities of the Commonwealth and refrain from introducing fruit or plants, as specified, into the States named.

If in any doubt concerning the movement of fruit and plants, it is recommended that advice be sought from the nearest State Department of Agriculture representative.

Central Offices of the Departments:

Melbourne	..	Treasury Buildings	MF 0321
Sydney	..	Farrer-place	B 0536
Brisbane	..	William-street	32 0381
Adelaide	..	Gawler-place	W 0266
Perth	..	St. George's-terrace	23 2121
Hobart	..	12 Murray-street	B 7441

NEW SOUTH WALES

The foremost attraction in Australia's oldest State is Sydney, with its famous harbour and ocean beaches, luxurious shops and theatres, and diverse sporting and cultural activities. The provincial cities, too, have their own individual charm.

Perhaps you plan to get away from towns and cities for an out-of-doors holiday to enjoy magnificent scenery. You may select from hundreds of superb resorts scattered along a thousand miles

of Pacific Coast with innumerable golden beaches, lakes, lagoons and river estuaries; or the Great Dividing Range and the Western slopes and plains.

There are many blue havens and quiet retreats for sunlovers, boatmen and devotees of every kind of fishing—beach, rock, lagoon, estuary; and in the deeper waters off-shore, angling for marlin and shark.

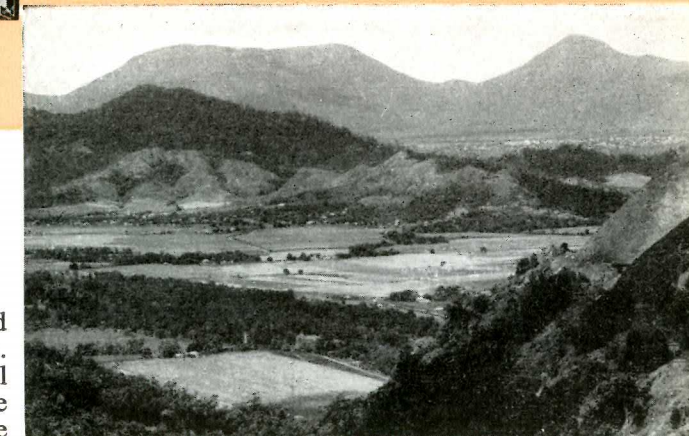
In New South Wales there is yet another kind of holiday adventure—the world-famous Blue Mountains, with vast panoramas, waterfalls and fern-dells, and the Australian Alps. Kosciusko, in the Alps, the highest point on the continent, is Australia's centre of winter snow sports, and in summer, a lovely land of flower-carpeted hills, lakes, canyons and trout-filled streams.

The New South Wales Government Tourist Bureau, Challis House, Martin-place, Sydney, will assist you with bookings, information, and advice. Telegrams to "GOVTOUR," Sydney.



Sydney Harbour Bridge. A view from the city looking towards the North Shore.

Overlooking Cairns from the Range Railway, North Queensland.



SUNNY QUEENSLAND

A friendly climate and a friendly people extend a warm welcome to visitors to this sunny State. Brisbane, the capital, is a charming sub-tropical city with exciting attractions and is an ideal centre for tours to the South Queensland resorts. Here are presented sparkling golden sands where you can revel in sun and surf.

Not very far from Brisbane are forested wonderlands of sub-tropical jungle life. On the lower spurs of the McPherson Range, Mount Tamborine and Beechmont are very beautiful resorts with delightful groves, outlooks, and waterfalls. Lamington National Park with its soaring heights and deep jungle-covered valleys is a land of majestic grandeur, rich in native flora and fauna. Montville, Mapleton, and Maleny in the rich citrus and sub-tropical fruit-growing district on

the Blackall Range are popular for their peaceful rural atmosphere, fine views and exhilarating climate.

And, northwards—lazing in the peaceful beauty of a tropic paradise—life is just as you wish it to be on the Barrier Reef Islands, Hayman Island and the world famous Isles of the Sun offer thrills of a lifetime in this tropic wonderland. Fairyland coral gardens and reef pools, the brightly-hued parrotfish, quaint shellfish and a host of other marine oddities enchant the eye.

The rooftop of Australia, Mount Kosciusko, N.S.W.

A view from the Brisbane River Terrace of Queensland's capital City.

VICTORIA

Melbourne, the second city in Australia, is a noble city, with its broad streets and beautiful, spacious parklands—an inspiring introduction to Victoria. It is ideally situated as a centre for travel by rail, or road, to sea or country.

The coastline is studded with popular seaside resorts that offer a rich variety of scenic beauties, golden, sandy beaches, and sea sports.

Scenery is majestic in the Mountain Ranges, great forests of gum and mountain ash are inspiring in their grandeur and in the spring the colourful wattle blooms everywhere. Beauty spots, famous throughout the continent, are plentiful. Delightful seascapes, magnificent bush country, impressive mountain vistas are not far to seek—all within easy reach of the main cities. The Victorian Government Tourist Bureau, at 272 Collins-street, is ever ready to assist the visitor in taking any one or more of dozens of delightful extended or day tours to the scenic beauty spots of the State.

One of Australia's famous vineyards in the Barossa Valley in South Australia.



Victor Harbour, famous throughout the Commonwealth, or Goolwa with its great barrages near the historic Murray Mouth, and Kangaroo Island are all popular resorts.

Some 300 miles north of Adelaide are the wonderful Flinders Ranges, with colourful gorges and passes, and to the south-east Mount Gambier, where the crater lakes are always an attraction. Magnificent pine forests, prosperous towns, and lovely seaside resorts remain long in the memory.

Visitors should make full use of the South Australian Government Tourist Bureau at 18 King William-street.

WESTERN AUSTRALIA FOR THE TOURIST

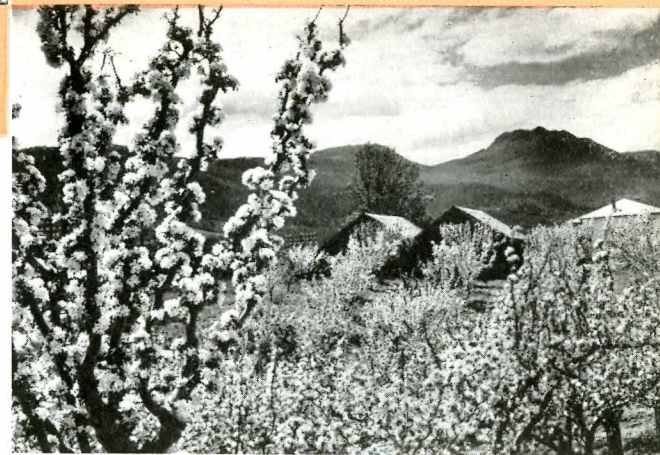
The climate of Western Australia is superb and exhilarating, and the charm of its scenic splendours unsurpassed anywhere in the world. The attractions of that lovely city, Perth, the glorious panoramas, the exotic bushland, orchards and vineyards, the warm-heartedness of the people and their lavish hospitality, are all too well-known to need emphasis.

River and ocean beaches abound in this lovely State. Bathing, boating, and kindred water sports can be enjoyed in safety, and the angler finds ample scope for his favourite pastime. For tourists there is a never-ending source of interest and inspiration in the exquisite beauty of the cave-lands which are world-famed. Underground fairy-lands of glistening halls and terraces centuries old.

At least one-half of the known species of the world's flowering plants are to be found in Western Australia and wild flowers are seen practically the whole year round. With the coming of Spring, shrubs and plants burst forth in all their glory, heralding days of glorious and continuous sunshine.

Travel in comfort to the Western Coast by Trans-Australian Railway. The Government Tourist Bureau in Perth will help to make your visit the holiday of a lifetime.

Apple blossom time in the Huon area, Tasmania. Sleeping Beauty Range is in the background.



The city of Perth from beautiful King's Park.

TASMANIAN ATTRACTIONS

This Island State boasts one of the finest and most invigorating climates in the world. It is a wonderland of scenic delights, breathtaking in their variety. In fact, this jewel-like island has everything the holiday-maker can wish for—cool, green bushland, sparkling mountain streams and a wealth of tranquil lakes to keep the visitor enthralled. The wild beauty of the majestic mountains attracts travellers from all over the world. Secluded bays and sun-drenched beaches cater for the sea-lover, the sunbather, and the devotee of all forms of water sports. It is a land of orchards

and the famous Tasmanian apples are shipped to all parts overseas.

You will get every assistance and full information from the Tasmanian Government Tourist Department in Melbourne, Sydney, Adelaide, Brisbane and the principal centres of the Island.

SOUTH AUSTRALIA

The lovely compact city of Adelaide, recognized as a masterpiece of town planning, has many beautiful attractions for the traveller. The city skyline, set against the sweep of the Mount Lofty Ranges, provides an excellent panorama from Light's Vision. Magnificent beaches are easily reached from the city.

The visitor can enjoy attractive tours to many beauty spots. The Mount Lofty Ranges, Manum, Murray Bridge, and Goolwa, and the famous Barossa Valley with Seppeltsfield, one of the great wineries of this region, are well worth a visit.

You may cruise the calm waters of Spencer Gulf and see Port Lincoln, Australia's greatest big-game fishing centre. Romantic paddle steamer trips on the River Murray provide leisurely enjoyment of magnificent scenery.

FREIGHT SERVICE:

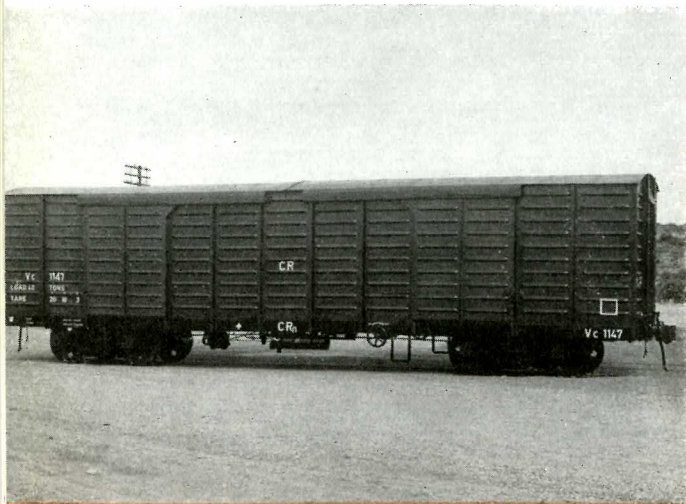
The freight service on the Trans-Australian Railway offers a splendid opportunity to the community to have goods and livestock conveyed between the Eastern States and Western Australia with speed and safety.

The service is fast and frequent. The freight rates charged are attractive and fully competitive with other forms of transport.

It is the practice to attach bogie goods vans to all passenger express trains, for the conveyance of all classes of freight. The express trains travel from Port Pirie Junction to Kalgoorlie, a distance of 1,108 miles, in 27 hours. This freight transit is easily the fastest in Australia, and, indeed, is not exceeded anywhere in the world.

There are five express trains weekly in each direction and, in addition, three (3) fast, purely freight trains, which also run at express speed. Users of the Trans-Australian Railway thus have the choice of a wide frequency of despatch, a matter of considerable importance, and of great benefit to them in keeping up supplies to their clients, whilst not being involved in the holding of excessive stocks.

The freight rolling-stock has been completely modernized. Large numbers of bogie all-steel, weather-proof, covered and louvered vans have been obtained from overseas and placed in service. The use of these new vehicles ensures that all classes of goods are carried in covered vans, in perfect safety, and at lowest rates.



Your goods can be carried with safety and speed in these weather-proof vans.



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SPEED The fastest freight train in the world, covering 1,108 miles in 27 hours. An average speed of 41 miles per hour.

SAFETY All goods are carried in special weather-proof all-steel covered vans attached to passenger and fast freight trains.

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RATES All classes of freight at the lowest competitive rates. Special contract rates are available for carriage of goods in full truck loads.

For full information regarding freight rates and schedules, contact—

Commonwealth Railways, 623 Collins-street, Melbourne (Telephone MB 3551).

Chief Traffic Manager, Commonwealth Railways, Port Augusta.

Commonwealth Railways Representative, Railway Station, Adelaide (Telephone LA 6269).

Commonwealth Railways Representative, Room 6, First Floor, Padbury Buildings, Forrest-place, Perth (Telephone 23 4918).

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