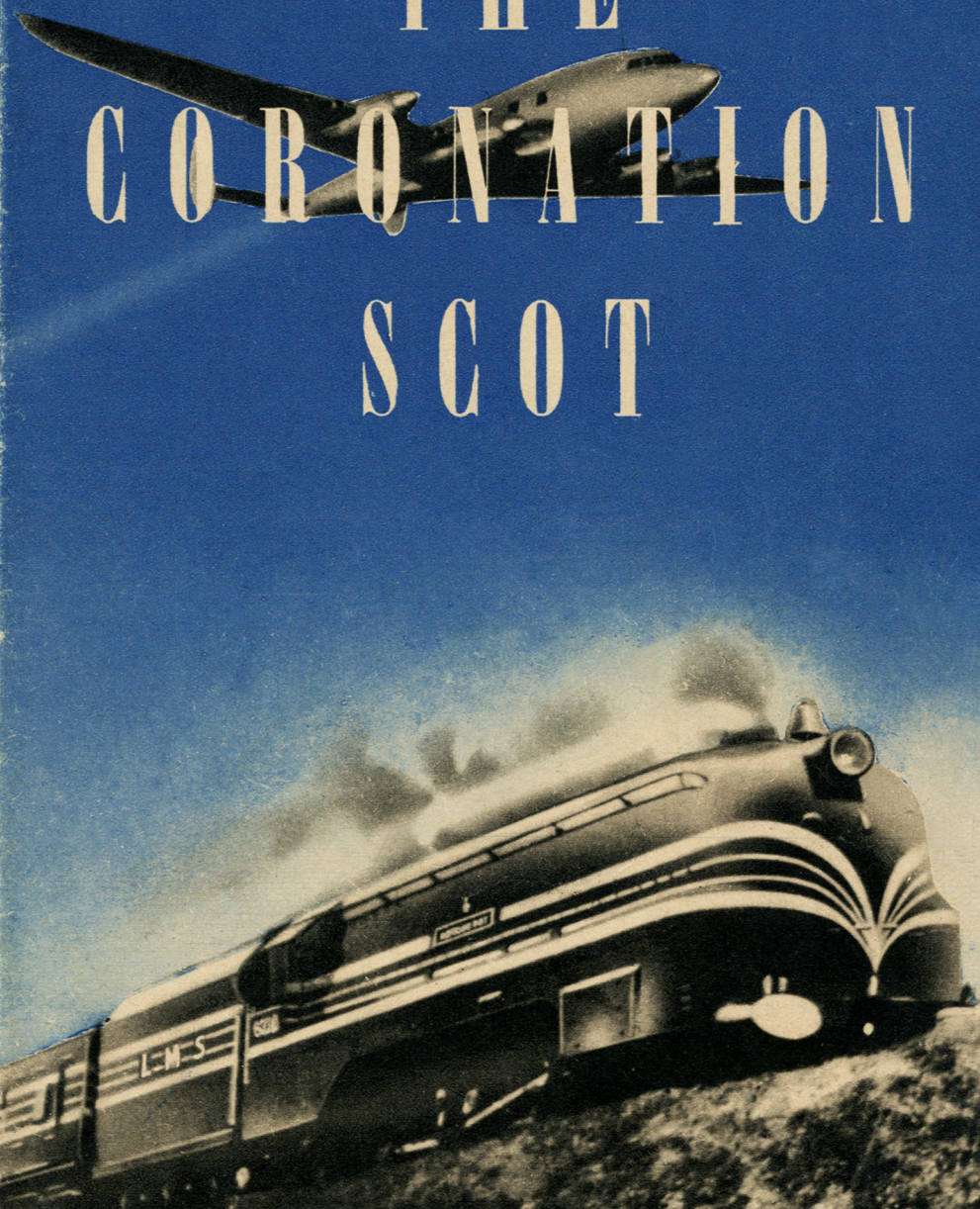


THE
CORONATION
SCOT

on Exhibition at the
NEW YORK WORLD'S FAIR
1940

LONDON MIDLAND & SCOTTISH RAILWAY

THE
CORONATION
SCOT



THE CORONATION SCOT



LORD STAMP, PRESIDENT OF THE L.M.S., SAYING GOODBYE TO THE DRIVER AND FIREMAN OF THE CORONATION SCOT PRIOR TO THEIR DEPARTURE FOR THE UNITED STATES.

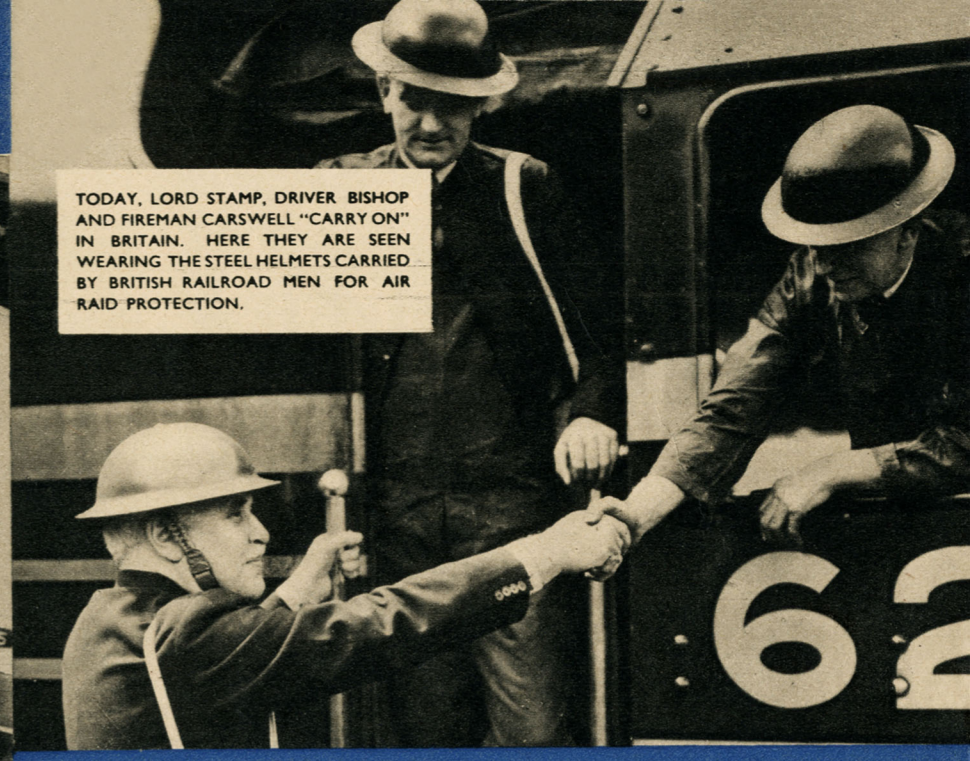
BRITISH RAILWAYS

"Carry On" is the war-time motto of over half-a-million British railroad men. Right worthily are men and machines fulfilling the great traditions of 1914-1918. Over 25,000 railroad employees are on active service with the Forces; many of them have already given their lives in the cause of Freedom. At home, the railways are a vital part of national defence. Nearly 20,000 route miles of track, a million-and-a-quarter freight vehicles, 61,000 passenger vehicles, and nearly 20,000 locomotives are being used in a vast effort covering the movement of troops, munitions, stores, guns, food, and the daily requirements of the civil population. In one period of eight days, the British railways conveyed over 300,000 troops in 620 special trains, whilst at the same time they were moving twenty million other passengers and six million tons of freight.



CORONATION SCOT AT UNION STATION, WASHINGTON, WITH DOME OF CAPITOL IN BACKGROUND

PRESENTATION OF AMERICAN LOCOMOTIVE WHISTLE TO THE CORONATION SCOT



TODAY, LORD STAMP, DRIVER BISHOP AND FIREMAN CARSWELL "CARRY ON" IN BRITAIN. HERE THEY ARE SEEN WEARING THE STEEL HELMETS CARRIED BY BRITISH RAILROAD MEN FOR AIR RAID PROTECTION.

IN TIME OF WAR

Not only troops, but refugees, internees, and many thousands of school-children evacuated to safety areas are amongst the war-time passengers carried by British railways. The number of railway coaches and vans converted into ambulance vehicles would, if put on a single track, stretch for seven miles. Railway-owned steamships, such as in happier days took many American tourists on voyage from Britain to the Continent or to the Emerald Isle, have borne some of the brunt of the war at sea. Already some have been sunk, with casualties to their crews. Railroad men not on active service are serving their country in their spare time—as Air Raid Wardens, or as Local Defence Volunteers. When this war is over and won, British railroads will offer you once more the welcome, the courtesy and the efficient transport service they offered you in peace-time. Meanwhile, they "Carry On."



POSTERS ISSUED BY THE LMS PREVIOUS TO SEPTEMBER, 1939

A. B. & I. R.

Associated British and Irish Railways, Inc., of 16, West 49th Street, 9 Rockefeller Plaza, New York City, represent in the United States of America four British Railways and one Irish Railway. They are:—

THE LONDON MIDLAND & SCOTTISH RAILWAY, Britain's largest railway, penetrates 32 of the 40 counties of England (see map) with lines in Scotland and Ireland, steamer routes on the Irish Sea and elsewhere. Serves the ports of Liverpool and Glasgow.

THE LONDON & NORTH EASTERN RAILWAY, the second largest British railway, serves the eastern half of England from Thames to Tweed, and many parts of Scotland. It takes you to coast resorts, inland spas, and such famous cathedral cities as Norwich, Lincoln, York and Durham; and in peace-time its steamship routes via Harwich serve Northern and Central Europe.

THE GREAT WESTERN RAILWAY, to the West of England, Wales and northwards to the River Mersey. Takes you to Royal Windsor and the Thames Valley, to Shakespeare's Stratford-on-Avon, to King Arthur's Cornwall; to Devon and Somerset and by steamer to Ireland.

THE SOUTHERN RAILWAY leads to the Sunny South Coast and to France and the Continent of Europe; electric trains to Brighton, Hastings, Eastbourne, Portsmouth; expresses to the West Country, Kent, Southampton.

THE GREAT SOUTHERN RAILWAYS (IRELAND). The lines of the G S R run into every part of Eire, reaching Killarney in the south, Connemara in the west, and lovely Wicklow by the Irish Sea.

Another Irish Railway is the Great Northern, which runs from Dublin to Belfast, and in Northern Ireland.

LMS

The London Midland & Scottish Railway, the Company which in 1939 sent the Coronation Scot to travel through your cities and to appear at the New York World's Fair as Ambassador of the British Railways, (this exhibition being repeated at the 1940 World's Fair, thanks to the assistance of the Fair authorities and the American railroads), operates over 19,000 miles of track in England, Ireland, Scotland and Wales. It directly serves the majority of the great industrial and manufacturing towns of Great Britain. Its main lines are the business routes between London and the Midlands and the North; by its cross-country services and its through services with other companies it links all corners of the country. At many points it maintains its own hotels, the largest group in Europe under single control. It owns 25 docks, harbours, wharves and piers, with a total quay length of 83,000 feet and covering 570 acres. The principal docks are at Barrow-in-Furness, the largest and most important port between the Rivers Mersey and Clyde, on the west coast; Garston on the Mersey deals with very large quantities of timber and is close to the coal-fields and manufacturing districts of Lancashire and the Midlands; and Grangemouth is the premier timber port of Scotland, on the east coast at the Firth of Forth.

ENGLAND

The most popular tourist centres in the North-West of England are served by the

LMS and in normal times, very large numbers of American visitors annually patronise the Company's routes and services to explore the many places of scenic beauty and historical interest. The English Lake District, for instance, with its 16 lakes within an area of 30 square miles, is known to all who have read English literature. Wordsworth, the great nature poet, is only one among many writers who knew and loved these beautiful dales, lakes and fells. He lies buried in Grasmere Churchyard and nearby, visitors can visit the cottage where he lived with his sister Dorothy. The greatest lake is Windermere, 10½ miles long on which L.M.S. steamers ply. Here is some of the finest mountain and lake colour-

ing in the world. Other lakes that the American visitor always wants to see are Conistone (L.M.S. steamers), Derwentwater, Ullswater and Rydal Water. The principal lakeland mountains (all over 3,000 feet) are Scafell Pike, Scafell, Helvellyn and Skiddaw. In the peace-time tourist season express trains from Euston Station, London, reach Windermere in 5½ hours. Close by Lakeland is the famous Lancashire coast with a chain of up-to-the-minute beaches. Foremost among these is Blackpool, which in normal holiday times gives an excellent impression of an English "Coney Island". Then in the very heart of England, close by the haunts of Robin Hood, is the Peak District of Derbyshire. Here the Midland line of the L.M.S. to the North

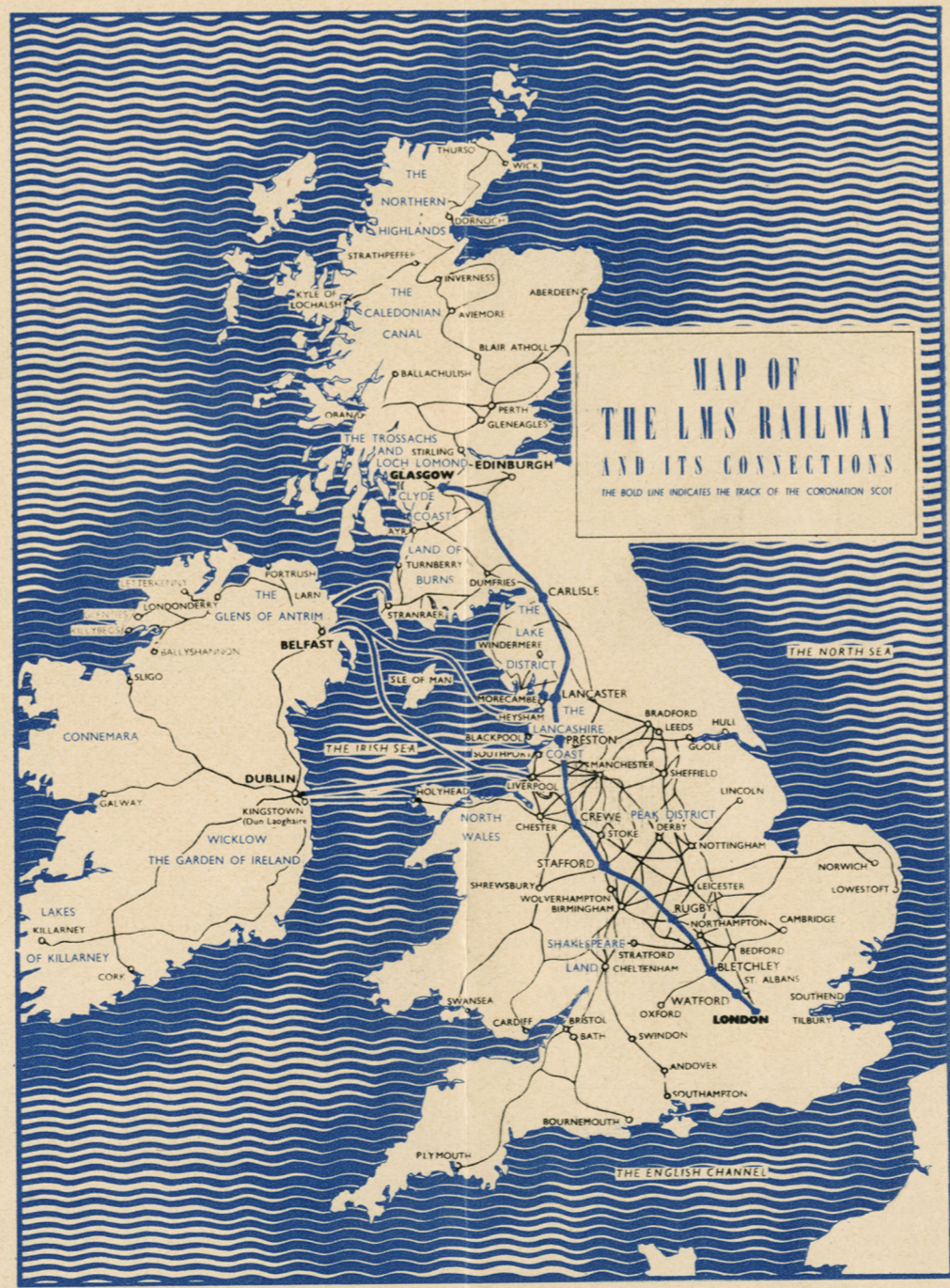
passes through a tract of country as lovely as any in England. Even from the train windows the traveller can realize that Derbyshire offers practically every sort of natural loveliness—little gorges where a river loiters between high limestone walls; broad, pleasant valleys and pastures; quiet towns which are the essence of English beauty. Here, in Dovedale, Izaak Walton, world-famous as a writer and angler, used to catch the fish that he wrote about so entertainingly three hundred years ago. Express trains from St. Pancras Station, London, reach Buxton, the principal centre for the Peak District in 3½ hours.

WALES

Another richly varied territory is the North Wales Coast. Chester, though itself in England, is the gateway to Wales. The "Rose-red City half as old as Time" is one of the most fascinating cities in Great Britain. The charm of the Roman Walls, the storied Cathedral, the mediaeval buildings and other relics of bygone ages, is irresistible. There is hardly a stone in Chester which does not hold some link with the past. A unique feature is the Rows, covered shopping walks at the second floor level of the buildings. Then into Wales—the Welshman, crack L.M.S. express, normally runs without a stop from Euston in the summer season). Along the coast are the holiday resorts—Rhyl, Colwyn Bay, Llandudno—with their level golden sands, backed by the mountains of the Snowdon range. Near Snowdon itself lies Bettws-y-Coed whither come artists from across the world. In Wales, too, are the ancient castles of Conway (with its twenty-one towers) and Caernarvon, built by Edward I in 1284. The L.M.S. Irish Mail train (the oldest train in the world) runs right under the walls of Conway, and crosses to Anglesey by Robert Stephenson's tubular bridge, one of the great engineering feats of Queen Victoria's reign.

IRELAND

From Holyhead in Anglesey the L.M.S. steamers of the Royal Mail Route sail to Kingstown (Dun Laoghaire) in Ireland. The crossing normally takes less than three hours, and the vessels are amongst the finest in the L.M.S. fleet, although at the present time the company is operating reduced sea services owing to war conditions; a number of its vessels and crews are on active service with the Navy. Holyhead-Kingstown is one of the five routes by which you can go by L.M.S. to Ireland. The others are:—
From Heysham (Lancashire) to Belfast.
From Liverpool to Belfast.
From Liverpool to Dublin.
From Stranraer (in Scotland) to Larne.
Everybody knows about Ireland, its romance and its beauty; and to include Ireland in a European trip means a never-to-be-forgotten experience. Not until you have seen for yourself the magic lights and shades of Killarney's Lakes or Antrim's Glens, gazed at the unbelievable blue of the Mountains of Mourne, will you understand why Ireland, North or South, brings thousands of tourists each year to her shores. The New York office of the British and Irish Railways remains open to maintain contact with the many friends who have through past years visited our Island. Now, when the turmoil and stress of war engages the attention of all, tourism is only a happy memory, but when the task to which we and our Allies have marshalled our might is finished, we shall again bid you welcome to our shores.



E. R. O. 33564/1. Neo Gravure Co. New York and Chicago



THE CORONATION SCOT AT THE DEPARTURE PLATFORM, EUSTON



THE IRISH GUARDS IN SCARLET AND GOLD AT BUCKINGHAM PALACE



POSTERS RECENTLY ISSUED BY THE R.E.C. AND THE LMS



TROOPS ENTRAINING SOMEWHERE IN ENGLAND



GUARDSMEN IN KHAKI SERVICE KIT AND STEEL HELMETS

LONDON MIDLAND AND SCOTTISH RAILWAY

THE CORONATION SCOT

THE LOCOMOTIVE

"Coronation" was the first streamlined locomotive built by the LMS Railway and is the heaviest type of passenger express engine yet used on that system, weighing in working order 164 tons 9 cwt., including the tender. After she had only been out of the erecting shop a few weeks she broke the British railway record by attaining a speed of 114 m.p.h. in the course of a test run on June 29th, 1937. In peace-time service she and her sister engines hauled the streamlined Coronation Scot between London and Glasgow, covering the 401.4 miles (with one intermediate stop) in 6½ hours, at an overall average speed of 61.7 m.p.h. This special high-speed service has been suspended since the outbreak of war.

THE TRAIN

The Coronation Scot train which is exhibited in the United States of America is the last word in passenger comfort. It consists of eight cars comprising side-corridor and lounge cars, kitchen and dining vehicles, a cocktail bar and a sleeping car. Although the last did not normally form part of the Coronation Scot, it has been included to show the high degree of comfort in night travel on the LMS Railway. Three pairs of cars out of the total of eight are articulated, two bodies being carried on three bogies, instead of the usual four. Considerable saving in weight is thus effected. A feature of all cars is the extensive use of British and Empire woods for interior decoration, and they are air-conditioned throughout. Like the locomotive, the coaches are streamlined and a distinctive finish is imparted by the contrasting bands which are continued from the engine along the sides of the cars to the rear of the train.

A DIFFERENCE—AND THE REASON

When you inspect the Coronation Scot you will possibly find it strange that though the rail gauge is the same, the locomotive and cars are noticeably smaller than those employed in the United States. This is due to the difference in permissible limits of width and height in the two countries. Unlike the railways of the United States, the British railways had to purchase the whole of their right of way, and this immense investment restricted the area purchased to the minimum limits necessary a hundred years ago, which limits still govern locomotive and car construction in Great Britain to-day.

SLEEP-AS-YOU-TRAVEL TRAINS

The Coronation Scot train is designed for day-time service, but prior to the war her "sister" trains, such as The Night Scot and The Royal Highlander, afforded luxurious overnight travel to and from Scotland, with both first and third class sleeping accommodation. Owing to war conditions, these famous named expresses are not now running as such, but strictly limited sleeping accommodation, both first and third class, is still available on the Anglo-Scottish and certain other important long-distance routes. Supplementary charges are raised for the use of sleeping



THE COCKTAIL BAR ON THE CORONATION SCOT



THE KITCHEN CAR ON A CASUALTY EVACUATION TRAIN



A RESTAURANT CAR ON THE CORONATION SCOT

TO SCOTLAND

War-time train services to and from Scotland provide, circumstances permitting, for

**MORNING AND MID-DAY RESTAURANT CAR EXPRESSES
LONDON (EUSTON) TO GLASGOW (CENTRAL)
AND VICE-VERSA**

DAY RESTAURANT CAR EXPRESSES

**LONDON (ST. PANCRAS) TO GLASGOW (ST. ENOCH)
AND VICE-VERSA**

OVERNIGHT SLEEPING-CAR SERVICES BY BOTH ROUTES



BRITISH TROOPS IN A THIRD CLASS VESTIBULE

A MESSAGE OF GREETING FROM LORD STAMP OF SHORTLANDS, G.C.B., G.B.E.

Chairman and President of the Executive, LMS Railway

When in 1939 we of the London Midland and Scottish Railway sent The Coronation Scot train to the United States, it was with the hope that the New York World's Fair might coincide with the passing of the war clouds that had long been hovering over Europe, and that the Fair itself might prove to be one of the stepping-stones to better understanding and greater prosperity throughout the world.

To-day these hopes lie shattered, and the British Empire is fighting shoulder to shoulder with its Allies in a desperate struggle, not only for those ideals which we feel it our duty to defend in the interests of all free peoples, but for our very existence. Yet may we look across the Atlantic and regard the reopening of the World's Fair in 1940 as a sign and a portent of the new era, which we, too, may hope to enter upon once we have finished with the grimmer task now in hand.

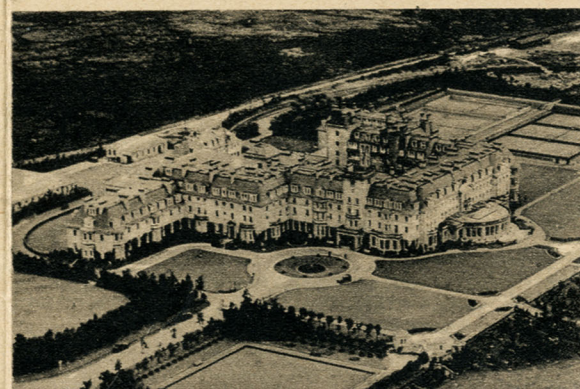
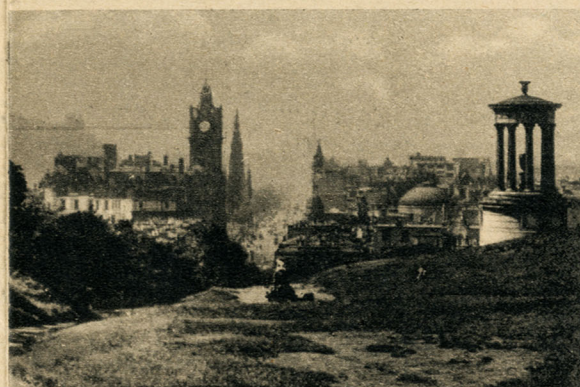
The exhibition of our "Ambassador train," The Coronation Scot, was an outstandingly successful feature of the Fair in 1939. Including visitors at the 38 cities and towns toured prior to the Fair, more than two million people inspected this latest example of British railway progress.

At the conclusion of the Fair The Coronation Scot was due to be shipped back to Great Britain, but ocean transport difficulties consequent upon the outbreak of war in September made this undesirable if not impossible, and accordingly both engine and coaches have been stored during the winter in the shops of the Baltimore & Ohio Railroad.

When it was decided to re-open the Fair this year, we were asked whether The Coronation Scot might not again be exhibited. Notwithstanding the heavy demands made upon a transport organisation in time of war both in man power and in material the obviously genuine desire that our train should again take its place in the Transportation Section of the Fair led us to agree to this course. Accordingly arrangements were made for the complete engine and train to participate in the exhibition.

Thus we again present The Coronation Scot to you as an Ambassador of British railways and as an example of British craftsmanship and technical achievement—qualities now bent to sterner duties. We present it also as a reminder of those ties and contacts—invariably interrupted, if far from severed, by the differentiation between neutral and belligerent—which have so long bound us in mutual interest, and to whose restoration in full measure we confidently look forward when the war is over.

Stamp



TYPICAL SCOTTISH SCENERY

1. OBAN, renowned Scottish seaside resort surrounded by the Scottish mountains and overlooking a loch studded with islands, is reached over an entrancingly beautiful section of track from Glasgow (117 miles).

★

2. EDINBURGH, Scotland's capital (400 miles from London), is full of memories of Sir Walter Scott and Robbie Burns, as well as of the remote past. It is Scottish to the core, and one of the most beautiful cities of the world.

★

3. LOCH LOMOND. Amongst the finest gems of Scottish loch scenery is Loch Lomond, with its traditional associations with Rob Roy. Near to Loch Lomond, and in normal times linked with it in comprehensive tour facilities, are the Trossachs with their storied pageant of heather-clad hills, shimmering lochs, colourful forests, and rugged majestic mountains.

★

4. GLENEAGLES HOTEL stands for golf—super-golf on three courses which are the last word in construction. The hotel itself is a sports resort of international importance, one of the wonder-hotels of Europe. The LMS Company have other luxury hotels in Scotland at Edinburgh, Glasgow and elsewhere.