

THE CORONATION SCOT

GREAT BRITAIN'S LUXURY TRAIN

On Exhibition at the

NEW YORK WORLD'S FAIR

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LONDON MIDLAND AND SCOTTISH RAILWAY

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TYPICAL SCOTTISH SCENERY



1. OBAN, renowned Scottish sea-side 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).

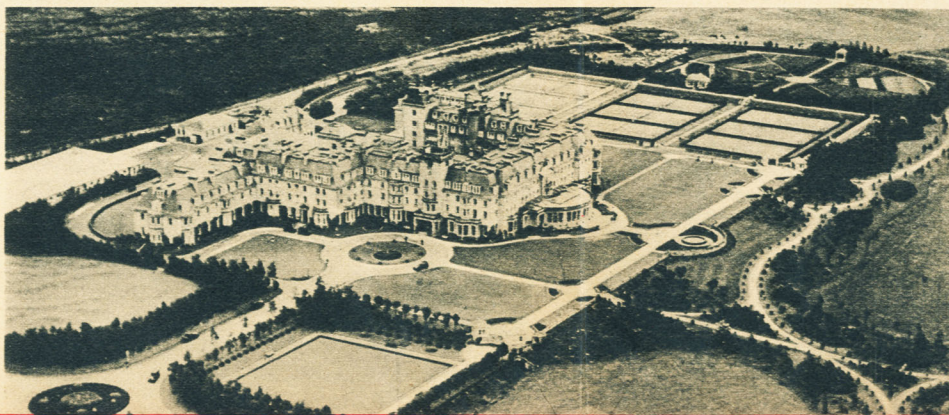
2. EDINBURGH, Scotland's capital (400 miles from London), is full of memories of Sir Walter Scott and Robbie Burns, as well as of the remote past. It is Scottish to the core, and one of the most beautiful cities of the world. From here you can take the famous one-day trip through the Trossachs.



3. LOCH LOMOND (THE TROSSACHS TOUR). All visitors from overseas include the Trossachs Tour from Edinburgh or Glasgow in their itinerary. It lies through the country of The Chase in Sir Walter Scott's "Lady of the Lake" and provides in one day all the glories of the Highlands — 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, run by the LMS, 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, Turnberry, Kyle of Lochalsh and Strathpeffer.



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

CHAIRMAN AND PRESIDENT OF
THE EXECUTIVE, LMS RAILWAY

WHY are we sending the Coronation Scot train to America?

In 1933 we sent you an Ambassador of goodwill and technical achievement, the Royal Scot train. You responded magnificently and the train was crowded wherever it stopped, from morn till night. Millions went miles just to watch her go by. New as tomorrow, it yet made thousands feel a touch with the Old Country.

The Royal Scot made many friends for Great Britain, for those Officers of my Company who were associated with the venture, and for myself.

The Coronation Scot, which comes to you as the latest product of the science of British Railroading, comes then as a cementer of these friendships. It will make a tour of the United States, and be our exhibit at the World's Fair in New York, where we of the London Midland & Scottish Railway feel that we are providing a representative worthy of this important occasion. We believe, too, that the Coronation Scot provides visible evidence of the advance that has been made in Great Britain in railroad transportation since the Royal Scot visited you six years ago.

May we also hope that the visit of the Coronation Scot can have an even wider significance than mere commercial objects? There is nobody in Great Britain who does not admire the courage and foresight shown in organizing the New York World's Fair at a time when trade has been receding and when the world outlook is not wholly peaceful. Yet, just as in 1933, the visit of the Royal Scot preceded a revival in business and industrial activity on both sides of the Atlantic, so may we hope the World's Fair and this new tour of an LMS train will coincide with a new period of peace and prosperity for both our nations.

Stamp

TO SCOTLAND BY 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 normal service she and her sister engines haul 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.

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 does not normally form part of the Coronation Scot, which is a day train, 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's run is made in the daylight hours: but her sister expresses, the Royal Highlander and the Night Scot, are famous "sleep-as-you-travel" trains from Euston. Night travel is cheap in Great Britain: and the further you go the cheaper is the rate, per hundred miles. A round trip ticket (availability one month) London to Glasgow and back, with sleeper, costs \$35.90 first class, or at the rate of \$4.48 per hundred miles. To Gleneagles, 33 miles further north, the rate falls to \$4.38, while to Inverness, 568 miles from Euston, it is \$3.86.

With third class ticket and sleeper, the rates are only \$2.60, \$2.56, and \$2.29 per hundred miles respectively.

The first class sleeper is a private one-berth compartment, with wash-hand basin, writing table, reading lamp, etc.; third class sleeper passengers travel in compartments with comfortable couches for four passengers, rugs and pillows.

The dollar has been calculated at 4.87 to the £ sterling.

THE CORONATION SCOT

DEPARTS FROM

LONDON (EUSTON) FOR GLASGOW (CENTRAL)

1.30 P.M.

GLASGOW (CENTRAL) FOR LONDON (EUSTON)

1.30 P.M.

EACH WEEKDAY, SATURDAYS EXCEPTED

THE DISTANCE BETWEEN LONDON (EUSTON) AND GLASGOW (CENTRAL)
IS 401.4 MILES



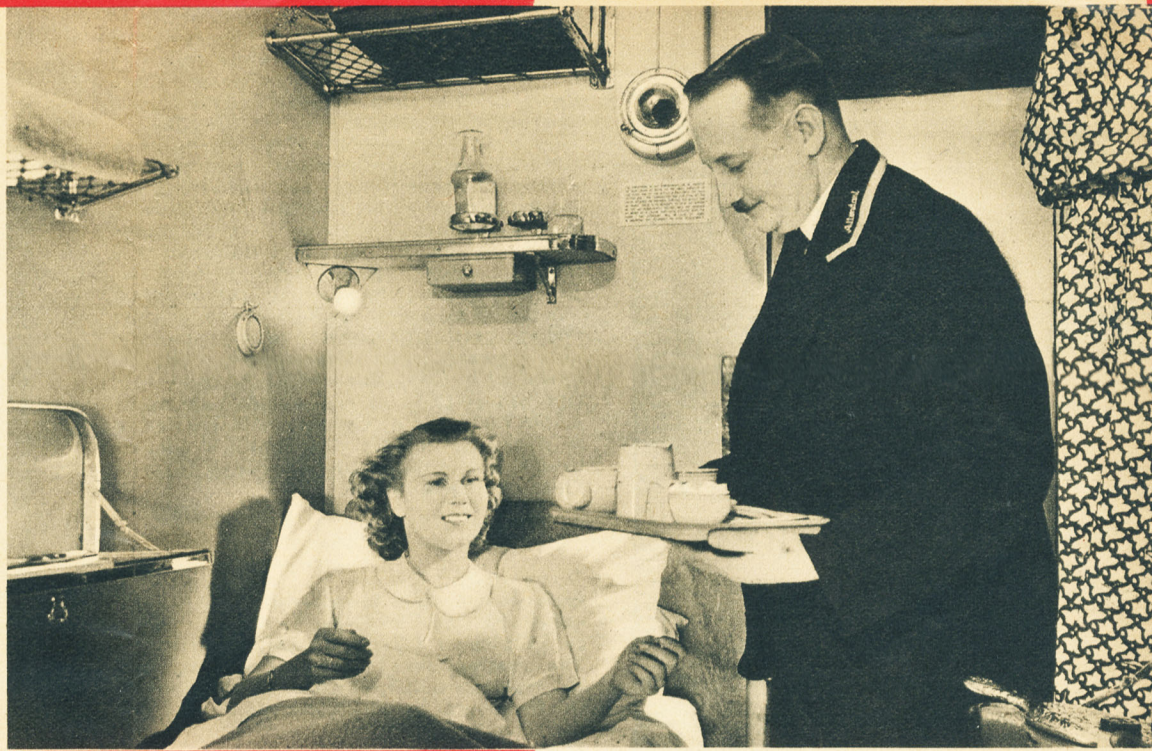
COCKTAIL BAR

THE COCKTAIL BAR on the Coronation Scot is a symphony in red, white and blue. Like the other cars, it has double windows to minimise noise.



1st CLASS COMPARTMENT

A FIRST CLASS COMPARTMENT. The cost of a round trip in this class of car is approximately 3 cents per mile.



SLEEPING CAR

SLEEPING CARS, first and third class, run on the principal night expresses: the supplement from London to anywhere in Scotland, \$5.12 first class and \$1.83 third class.



RESTAURANT CAR

RESTAURANT CARS run on the Coronation Scot in each direction, serving luncheon at 85 cents, tea at 37 cents, and dinner at \$1.10 or \$1.22.



CHESTER

A view of the ancient city, which is still surrounded by walls the Romans built



THE ENGLISH LAKES

lie amid mountains close beside the LMS main line to Scotland



CONNEMARA

Irish scenery is at its grandest on the Atlantic seaboard in the extreme West



LONDON

"He who is tired of London," said Dr. Johnson, "is tired of life," and there is certainly no end to the variety of interests provided by the most invigorating city in the world. London is an "all the year round" capital—to be visited in any season—and quickly makes you feel at home; her entertainments are magnificent in quality, innumerable in quantity. To visit London is an essential of civilised man's education.



The Coronation Scot

A. B. & I. R.

Associated British & 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 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.

* Branch offices at 333 North Michigan Avenue, Chicago; Park Central Building, 412 West 6th Street, Los Angeles; 202 Canadian Pacific Building, King and Yonge Streets, Toronto; and a Bureau on the Cunard White Star R.M.S. Queen Mary.

LMS

The London Midland & Scottish Railway, the Company which has 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, 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 coalfields 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.

In the New York office are a specialised staff to advise on the transportation of freight traffic, covering such aspects as rates, storage, sites for works, etc.

ENGLAND

The most popular tourist centres in the North-West of England are served by the LMS. The English Lake District is one of

these, with its sixteen lakes all within an area of thirty square miles. Their beauties are 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, 10 1/2 miles long, on which LMS steamers ply. Here is some of the finest mountain and lake colouring in the world. Other lakes you will want to see are Conistone (LMS steamers), Derwentwater, Ullswater, and Rydal Water. The principal lakeland mountains (all over 3,000 feet) are Scafell Pike, Scafell, Helvellyn and Skiddaw. Express trains from Euston Station London, reach Windermere in 5 1/2 hours.

Close by Lakeland is the famous Lancashire Coast with a chain of up-to-the-minute beaches. Foremost among these is Blackpool, which you should visit if you would like to know what an English Coney Island looks like. 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 LMS to the North passes through a tract of country as lovely as any in England. Even without alighting from the train you realize that Derbyshire offers you 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. In this district, too, you will find many of the stately homes of England, such as Chatsworth, seat of the Duke of Devonshire, a seventeenth century mansion in the Classical style. Express trains from St. Pancras Station, London, reach Buxton, the principal centre for the Peak District, in 3 1/2 hours.

WALES

Another richly varied territory is the North Wales Coast. Chester, though in England, is the gateway to the district. 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 mighty Cathedral, the medieval buildings and other relics of bygone ages, is irresistible. There is hardly a stone which does not hold some link with the past in Chester. A unique feature is the Rows, covered shopping walks at the second floor level of the buildings. Then into Wales—the Welshman, crack LMS express, 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, which artists come across the world to paint. In Wales, too, are the ancient castles of Conway (with its twenty-nine towers) and Caernarvon, built by Edward I in 1284. The LMS 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 LMS steamers of the Royal Mail Route sail twice daily to Kingstown (Dun Laoghaire) in Ireland. The crossing takes less than three hours, and the vessels are of 3,400 tons. This is one of the five routes by which you can go by LMS 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 your 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.

We invite you in the name of the British and Irish Railways to come and visit us this year. Ask at one of our offices in the United States for any information you need regarding travel in Great Britain or Ireland. There, too, you can get the following literature published by A. B. & I. R.:

- "This is England," by Laurence Meynell.
"The Romance of Scotland," by Maurice Walsh.
"The Shakespeare Country," by S. P. B. Maes.
"Ireland—on the Road to Europe," by Lynn Doyle.
"England and Continental Europe" (time and fare tables.)
"Map of Associated British and Irish Railways."



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GLASGOW

Scotland's industrial capital, Northern extremity of the Coronation Scot's daily run, and birthplace of the mighty sister ship, Queen Elizabeth and Queen Mary, stands at the threshold of Scotland's loveliness. It is the gateway, too, for the River Clyde steamer trips, whose beauty, romance and variety remain a treasured memory of a visit to Scotland. The Coronation Scot runs into the Central Station, adjoining which is one of the LMS Scottish luxury Hotels.



CAERNARVON CASTLE

built in 1284, is one of the mightiest of the medieval remains of North Wales



THE PEAK DISTRICT

illustrated is Peveril Castle, haunt of son of William the Conqueror



THE VALE OF GLENARIFF

one of the lovely glens of Antrim reached by LMS Northern Irish line

