THE CORONATION SCOT
GREAT BRITAIN’S LUXURY TRAIN
On Exhibition at the
NEW YORK WORLD’S FAIR
LONDON MIDLAND AND SCOTTISH RAILWAY
I. 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. 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 L M S, is a sports resort of international importance, one of the wonder-hotels of Europe. The L M S 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, L M S 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 L M S train will coincide with a new period of peace and prosperity for both our nations.
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 Glenegiles, 33 miles further north, the rate falls to £3.38, while to Inverness, 568 miles from Euston, it is £3.86.

With third class ticket and sleeper, the rates are only £2.60, £2.36, and £2.29 per hundred miles respectively.

The first class sleeper is a private one-berth compartment, with wash-hand basin, writing tablet, 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 4.77 to the £ sterling.
The Coronation Scot

A. B. & I. R.

A British & Irish Railway, Inc., of 12 West 49th Street, Rockefeller Plaza, New York City, represents in the United States of America four British Railways and one Irish Railway. They are:-

- THE LONDON, MIDLAND & SCOTTISH RAILWAY—Britain's largest railway, possessing all of the 48 counties of England (map) with lines in Scotland and Ireland. LMS serves the ports of Liverpool and Glasgow.
- THE LONDON & NORTH EASTERN RAILWAY, the second largest Railway in the world, serves the eastern half of England from London to York City, represent in the United States by White Star R.M.S. Queen of the North Irish Railway. They are:
  - THE SOUTHERN RAILWAY, the third largest in Great Britain with lines in the southern part of England and Wales. It serves the ports of Southampton and Bristol.
  - THE GREAT WESTERN RAILWAY, the fourth largest in Great Britain, with lines in the west of England and Wales. It serves the ports of Bristol and Cardiff.
  - THE GREAT SCOTTISH RAILWAY, the fifth largest in Great Britain, with lines in Scotland. It serves the ports of Edinburgh and Glasgow.

In the New York office are a specialised staff for the sake of making your trip as pleasant as possible. They are available for any information you need regarding travel.
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