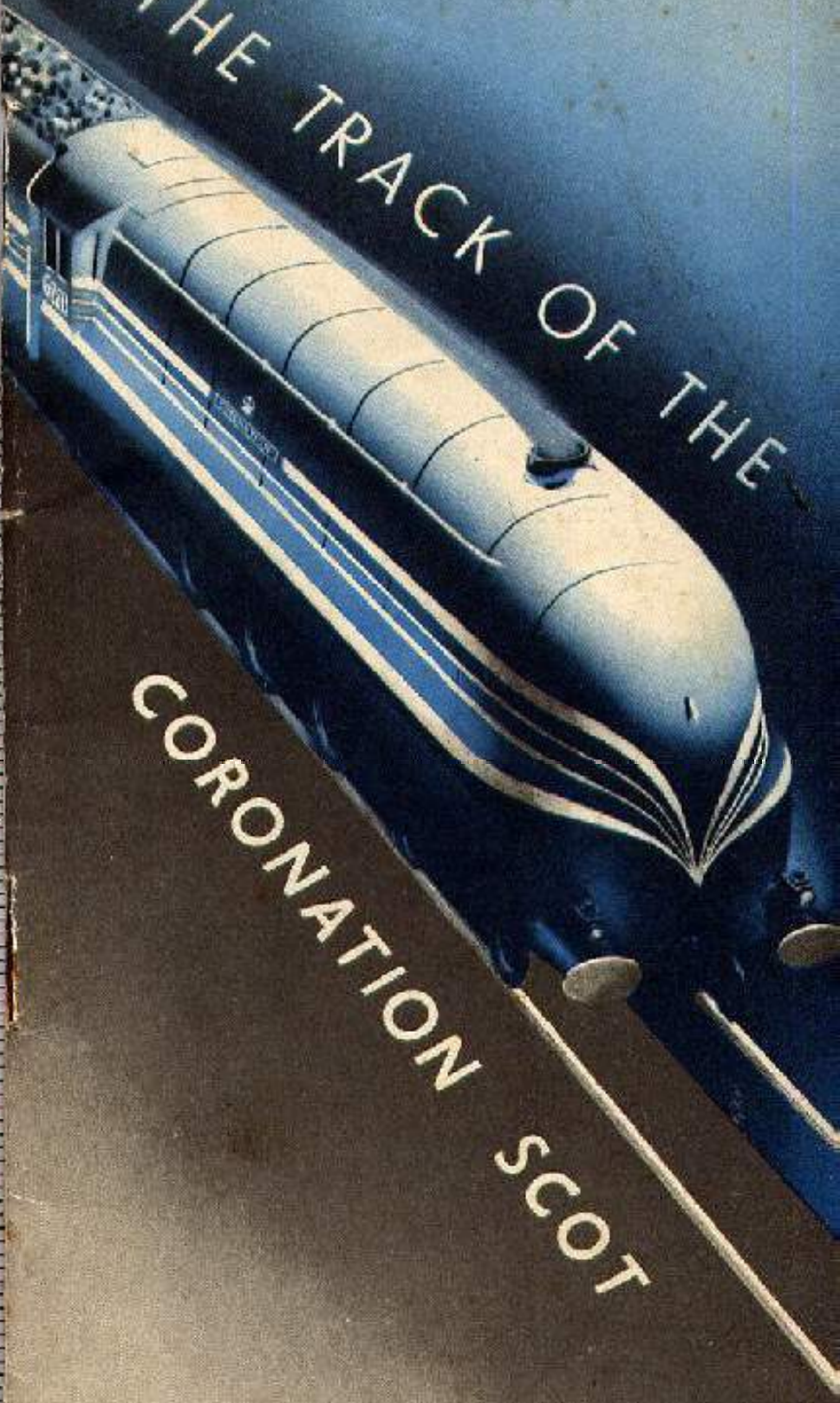


THE TRACK OF THE

CORONATION SCOT



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# THE TRACK OF THE CORONATION SCOT

This is the  
L M S Book of the Train No. 3  
No. 1 is  
"The Triumph of the Royal Scot"  
No. 2 is  
"The Story of the Irish Mail"

A running Commentary  
on the journey from  
London to Glasgow by  
the West Coast Route

LONDON MIDLAND AND SCOTTISH  
RAILWAY  
EUSTON STATION LONDON N.W.1



CLASS No. R385-312p  
BOOK No. 532027THE  
CORONATION SCOTCHECKED  
DATE  
17/2/78

On July 5th, 1937, "The Coronation Scot" blue and silver express began to run in each direction between London (Euston) and Glasgow (Central), covering the 401½ miles each way in six-and-a-half hours.

For this service the London Midland and Scottish Railway Company built five new streamlined high speed locomotives :—

No. 6220	CORONATION
No. 6221	QUEEN ELIZABETH
No. 6222	QUEEN MARY
No. 6223	PRINCESS ALICE
No. 6224	PRINCESS ALEXANDRA

and three nine-coach luxury trains, fitted with air-conditioned ventilation, in striking schemes of exterior and interior decoration.

The trains are painted in a colour scheme of blue, with horizontal silver bands, which are carried the full length of the train on either side, to meet in a V-shaped point at the streamlined "nose" of the locomotive. Internally, the coaches are panelled in decorative woods, mostly of British Empire origin or home grown. In one vehicle, wood obtained from the piers of the old Waterloo Bridge has been used.

Heaviest class of express engine and tender yet built by the L.M.S., "Coronation" and her sister locomotives each weigh 164 tons 9 cwt. and are nearly 74 ft. long overall. They have been designed to maintain high average speeds in all weathers over the famous West Coast Route to Scotland, which includes the difficult ascents of Shap Fell (915 ft.) and Beattock Summit (1,014 ft.).

Leading dimensions of the locomotives are :—

Length over buffers	73' 9¾"
Weight, working order	164 tons, 9 cwt.
Boiler pressure	250 lbs. per sq. inch
Diameter of driving wheels	6' 9"
Cylinder diameter	16½"
Stroke	28"
Tractive effort	40,000 lbs.

That these locomotives are capable of greater sustained speeds than even the "Coronation Scot" schedule demands is indicated by the performance of "Coronation" on the test run between Euston and Crewe on June 29th, 1937. Despite head winds, "Coronation" attained a maximum speed of 114 m.p.h. just south of Crewe, with an overall average speed, Euston to Crewe, of 73 m.p.h. On the return journey, the train maintained an average speed from Crewe to Euston of 79.7 m.p.h., with a maximum speed of 100 m.p.h.

The nine-coach trains have a seating capacity of 82 first-class and 150 third-class passengers. Four of the coaches are dining cars, and two kitchen cars are used for servicing these. All the passenger vehicles are equipped with air-conditioning ventilation, adjustable by the passengers to give any desired temperature.

The total length of the train is 614 feet and the total weight, including engine, is 461 tons.

The "Coronation Scot" runs in each direction every week-day (except Saturdays) as follows :—

London (Euston)	dep.	1.30 p.m.
Carlisle	arr.	6.13
Glasgow (Central)	arr.	8. 0

(Calls at Carlisle to set down passengers only.)

Glasgow (Central)	dep.	1.30 p.m.
Carlisle	dep.	3.17
London (Euston)	arr.	8. 0

(Calls at Carlisle to pick up passengers only.)

Time : 6½ hours. Average speed throughout 61.7 m.p.h.

The number of passengers is limited to the seating capacity of the train, and special reservation tickets, at a fee of 2s. 6d. first or third class for the single journey, must be held.

Seats may be reserved in advance at London, Glasgow or Carlisle.