



THE TRIUMPH
of the
ROYAL SCOT

LONDON MIDLAND & SCOTTISH RAILWAY

THE TRIUMPH OF THE ROYAL SCOT

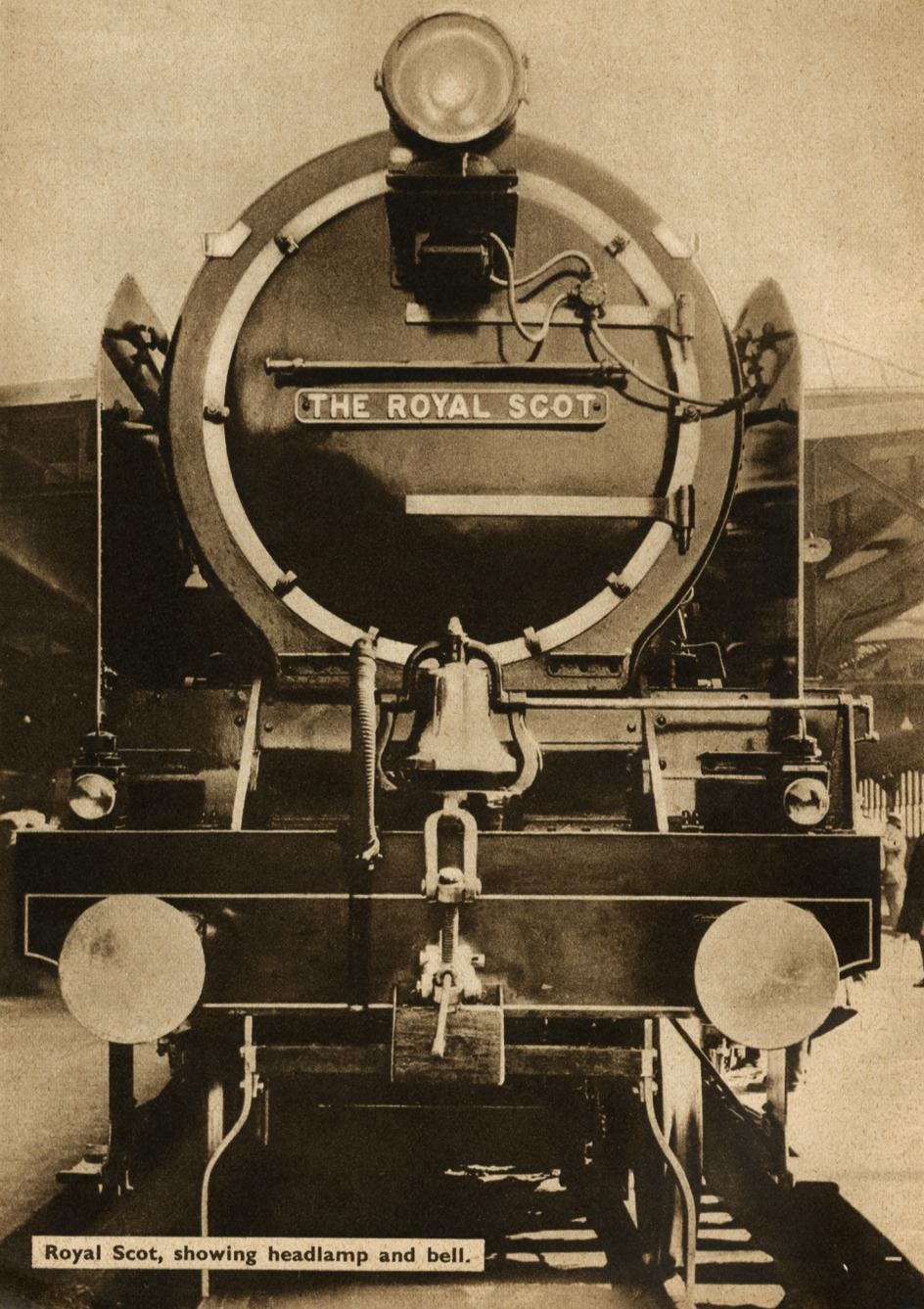
The Royal Scot train of the London Midland and Scottish Railway toured the Dominion of Canada and the United States of America from May 1st to November 11th, 1933, covering under her own steam 11,194 miles over railroads of the North American Continent.

During this tour the train was exhibited at 80 cities and towns and was inspected by 3,021,601 people, of whom 2,074,348 passed through the train during its five-months stay at "A Century of Progress" Exposition, Chicago, U.S.A.

SUCH in bare outline is the story of The Royal Scot's exhibition tour of the North American Continent—a tour which is already destined to remain an event historic in the annals of world transportation.

Impressive though they are by virtue of their very magnitude, these cold figures are yet something more. They suggest a little of the romance, the pageantry, indeed the drama that lay behind the great international gesture whereby a complete express train was sent half-way across the globe to be welcomed, feted, and cheered by the English-speaking peoples of the New World. A little slice of Britain transported across the seas—five hundred tons of British science, skill and steel set down for a space among folk who share the same tongue, the same ideals as the men, labouring in workshops 3,000 miles and more away, who fashioned the masterpiece of modern craftsmanship that is The Royal Scot.

Never before had a complete British railway train visited the American Continent, much less toured its cities and towns from Montreal to Missouri, from New England to the distant



Royal Scot, showing headlamp and bell.

Pacific shores. Every moment of that tour has been one of pride for those associated with it—pride in the skill of the men who could build an engine that would stand up to a climate ranging from 110 degrees in the shade down to eight degrees above zero ; pride in the skill of other men who could drive that engine with its eight-coach train up the long spiral grades of the Canadian Rockies to a summit level 5,600 feet above sea level, scorning the pilot assistance required by engines native to the soil.

To say that the tour of The Royal Scot was a great, indeed an unprecedented achievement is to speak with the soft accents of modesty. This little book seeks to tell something of the story of that achievement and to reflect a little of the pride which the 200,000 employees of the London Midland and Scottish Railway feel in it.

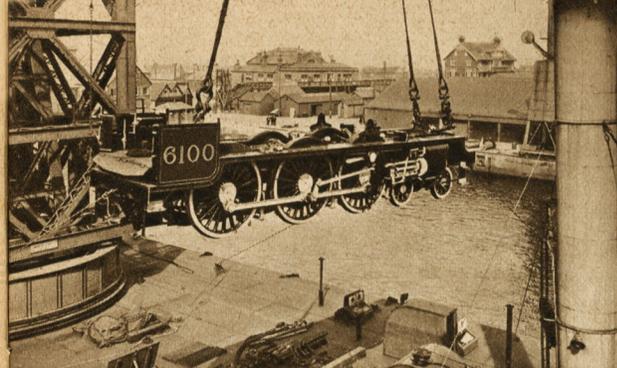
But that pride belongs not to one railway company alone, or to its staff. It will be shared by all those who have pride in their own country and have faith in the skill of British craftsmen.

It is a pride that belongs to Britain and to the Empire.

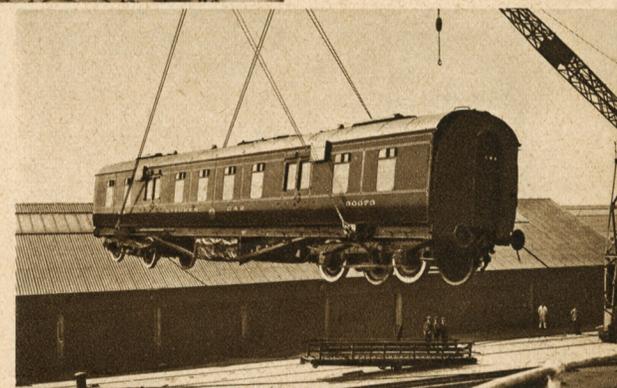
THE BIRTH OF A GREAT IDEA

In April, 1930, as a result of a visit paid by Sir Josiah Stamp, G.B.E., Chairman and President of the L M S Railway, to America and of conversations which he had there with Mr. Rufus Dawes, there was born the idea of The Royal Scot's visit to Canada and the United States and her exhibition at "A Century of Progress Exposition," Chicago.

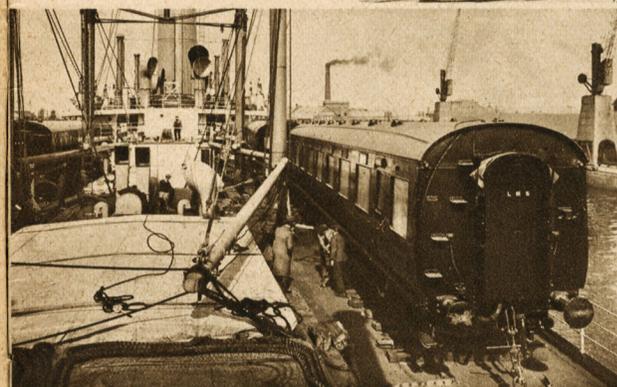
Transport has always been a most important link in the development of international friendship, and it was considered that no more fitting



Loading
Locomotive
Main Frame



Loading
Kitchen Car.



Carriages
secured on
Deck.



Gilbertson (Driver)
Jackson (Fireman)
and
Woods (Fitter)
with Mate of
"Beaverdale"

representative of British transport could be found than The Royal Scot.

In the first place The Royal Scot was regarded as typical of British Railway production ; secondly, its daily task of linking England with Scotland automatically created for it a much wider interest than could have been achieved with a train operating only in one country ; and thirdly, it has a history going back through 70 years of British railway development, making it eminently suitable as representative of the Nation that gave railways to the World.

The proposal to send the train was hailed with approbation on both sides of the Atlantic, particularly as The Royal Scot was the only British exhibit at the Chicago Exposition.

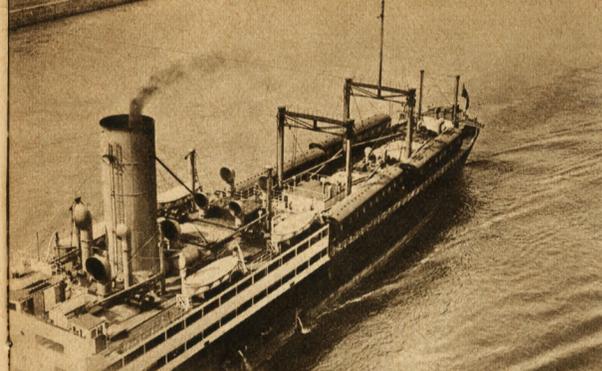
In March, 1933, on the eve of the train's departure from this country, the U.S. financial crisis occurred. Despite this, however, the decision to send the train was adhered to, a decision which was greeted with the greatest satisfaction throughout the North American Continent, as affording evidence of British confidence in U.S. ability to triumph over difficulties.

FORMATION OF THE TRAIN

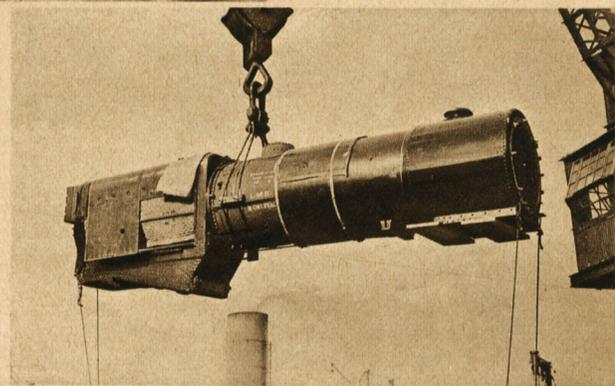
In order that The Royal Scot should be representative of all forms of passenger equipment in this country, as wide a diversity of coaches as possible was chosen, while the engine selected was No. 6100 Royal Scot, precursor of the class of 70 engines of this type, at that time the most powerful used for express duties on the L M S.

The eight coaches forming the train were :—

Third-class Corridor Brake ; Third-class Vestibule ; Electric Kitchen Car ; First-class



In the
St. Lawrence
River.



Unloading the
Engine.



Unloading
First-class
Coach.



Trial Trip,
Montreal.

Corridor Vestibule; First-class Lounge Car; Third-class Sleeping Car; First-class Sleeping Car; First-class Corridor Brake.

PERSONNEL

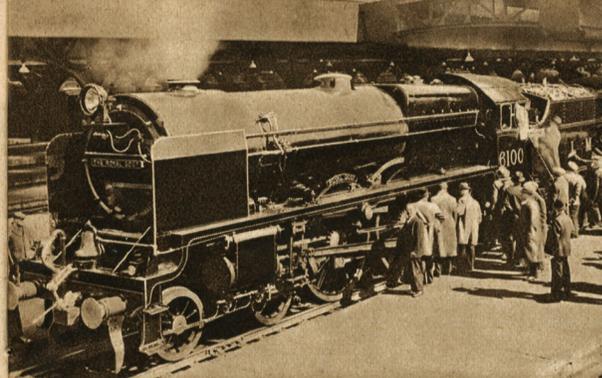
Driver William Gilbertson and Fireman John Jackson, both of Carlisle, were chosen to accompany the train and acted as engine crew throughout the tour. At a later stage when it was decided to make an extended post-Exposition tour, Fireman Tom Blackett also of Carlisle was sent out to act as relief engineman. Fitter William Clifford Woods, of Crewe, accompanied the train throughout the tour.

In addition, Mr. C. O. D. Anderson was appointed to take charge of the train from a technical point of view and Mr. T. C. Byrom from an operating standpoint and as liaison officer.

SHIPMENT

The Canadian Pacific Steamship "Beaverdale" was chartered for the voyage West, and on April 5th, 1933, the intricate task of loading the train on shipboard was begun at Tilbury Docks, the engine and coaches having been previously prepared for the great adventure at the Company's works at Crewe and Derby respectively. The locomotive was stowed in the hold of the vessel in three sections, while the eight coaches were firmly secured on deck, four aft and four forward. They were preserved against exposure on the voyage by a special protective coating of wax preparation.

The world's largest floating crane, "London Mammoth" was utilised in loading the train, and on April 11th, the S.S. "Beaverdale" cleared the Port of London outward bound for Montreal with her precious cargo.



On view at Montreal.



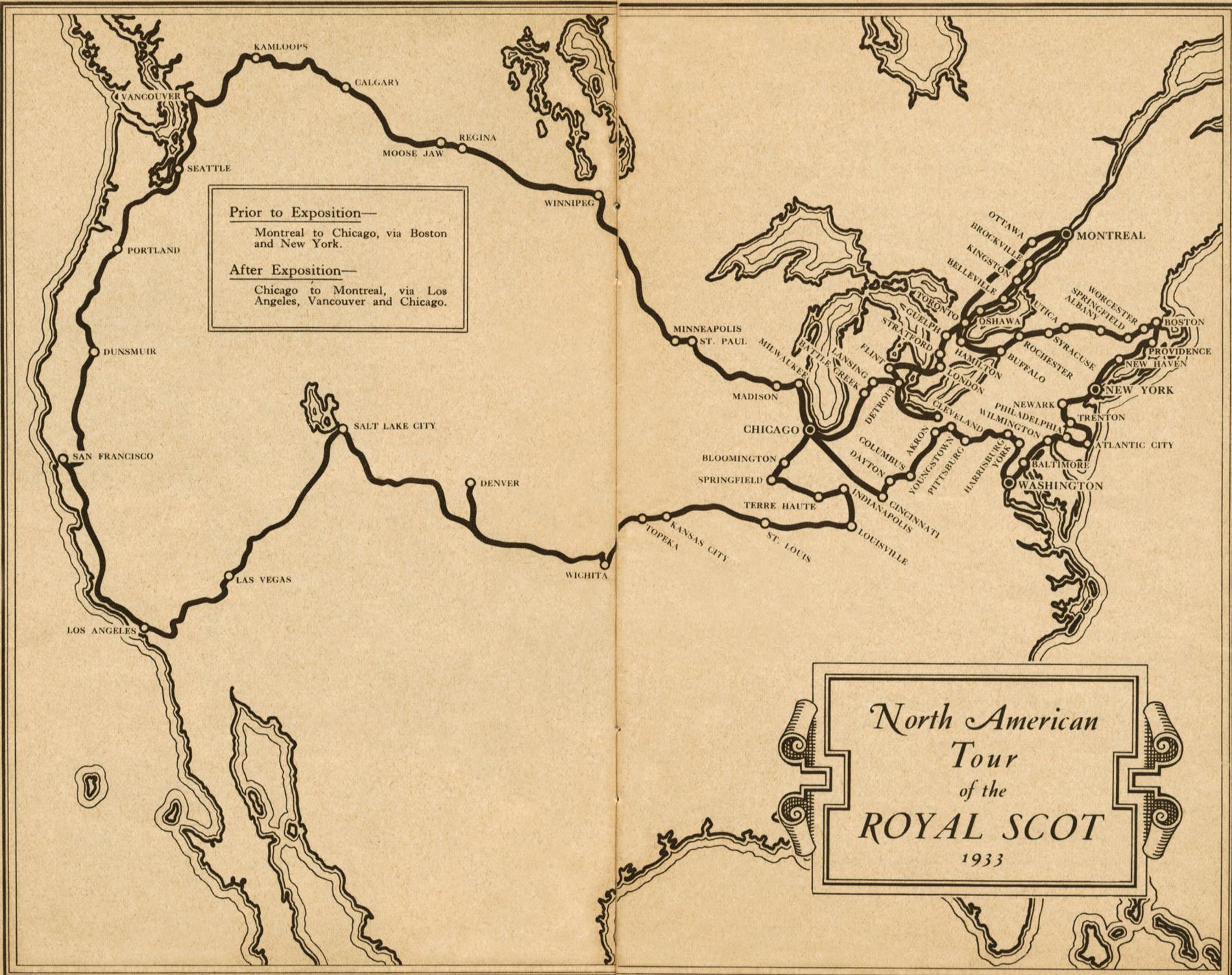
Montreal Crowds.



At Toronto.



En route in Canada.



Prior to Exposition—
 Montreal to Chicago, via Boston
 and New York.

After Exposition—
 Chicago to Montreal, via Los
 Angeles, Vancouver and Chicago.

North American
Tour
of the
ROYAL SCOT
 1933

ARRIVAL IN CANADA

On April 21st, the "Beaverdale" arrived at Montreal after an uneventful voyage. The work of unloading was quickly performed and on April 30th, running trials were successfully completed after the engine and coaches had been assembled at the Angus shops of the Canadian Pacific Railway. On her initial trip on "foreign" soil, The Royal Scot attained a speed of 75 m.p.h.

The ovation accorded to the train on her arrival, both from the press and the public, was stupendous, and before the official time commenced thousands of people lined the railway to see the train make its test run.

THE TOUR—A TRIUMPHAL PROGRESS

On May 1st The Royal Scot began her Exhibition at Windsor Station, Montreal, over 18,500 people viewing the train. As she steamed out of the station for her next point of call, Ottawa, thousands lined the platforms and the railroad track outside the City. In both Canada and the United States, the welcome accorded the train can only be described as tremendous. The official total of 531,330 people who inspected the train from May 1st to 24th represents possibly only about 10% of the people who actually saw it during the pre-Exposition tour.

A report from Canada states that "thousands left their beds early in the morning to view the spectacle of an English train rushing over Canadian soil." Another report says "Huge crowds thronged the little wayside stations along the road and cheered as with a flash of maroon the flier whistled its way past."

At times, so great was the number of people which had gathered alongside, and even on the

Continued on page 26

THE TRACK OF THE ROYAL SCOT

EUSTON—GLASGOW AND EDINBURGH

THE DOWN TRAIN

	Miles	Winter Schedule	Summer Schedule
EUSTON	—	Depart 10.0 a.m.	Depart 10.0 a.m.
<i>—Camden Incline, 1 Mile Long. Maximum gradient 1 in 70—</i>			
Watford	17½	Pass 10.22	Pass 10.22
<i>—Summit of Chiltern Hills is reached at Tring—</i>			
Tring	31¾	Pass 10.38	Pass 10.38
Bletchley	46¾	Pass 10.52	Pass 10.52
<i>—Wolverton Works, Birthplace of L M S Coaches—</i>			
Roads	60	Pass 11.5	Pass 11.5
<i>—Roads Cutting, 1½ Miles long, Maximum Depth 70 ft.—</i>			
Blisworth	62¾	Pass 11.8	Pass 11.8
<i>—Kilsby Tunnel, 2,400 yards in length—</i>			
RUGBY	82½	Arrive 11.29	Pass 11.28
		Depart 11.32	
<i>(Famous Public School, and Electrical Works).</i>			
Nuneaton	97	Pass 11.48	Pass 11.44
Lichfield	116¼	Pass 12.7 p.m.	Pass 12.3 p.m.
<i>—Approaching Stafford, the great Queensville Curve—</i>			
Stafford	133½	Pass 12.25	Pass 12.21
<i>(Salt Works and Engineering Works).</i>			
Norton Bridge ..	138¾	Pass 12.32	Pass 12.28
CREWE	158	Arrive 12.57	Pass 12.48
		Depart 1.0	
<i>—Crewe Locomotive Works, L M S—Covering 165 acres—</i>			
<i>—Between Moore and Warrington, we cross first the Manchester Ship Canal and then the River Mersey—</i>			
Warrington	182¼	Pass 1.27	Pass 1.14
<i>—Great Lancashire Industrial Centres—</i>			
Wigan	194	Pass 1.41	Pass 1.27
Preston	209	Pass 2.0	Pass 1.45
Lancaster	230	Pass 2.23	Pass 2.8
<i>—At Hest Bank, we get our only glimpse of the sea—</i>			

THE DOWN TRAIN

	Miles	Winter Schedule	Summer Schedule
Carnforth	236 $\frac{1}{4}$	Pass 2.29 p.m.	Pass 2.14 p.m.
<i>—The long climb into the mountains begins—</i>			
Oxenholme	249 $\frac{1}{2}$	Pass 2.44	Pass 2.29
Tebay	262 $\frac{1}{4}$	Pass 3.1	Pass 2.46
<i>—Final Climb to Shap Summit, 915 ft. above sea level—</i>			
Shap Summit ..	268	Pass 3.12	Pass 2.57
Penrith	281 $\frac{1}{4}$	Pass 3.26	Pass 3.11
CARLISLE	299	Arrive 3.44	Pass 3.29
The Border City		Depart 3.49	
Summer Train calls at Kingmoor to change engines only:		Arrive 3.32	Depart 3.36
Gretna Junction ..	308 $\frac{1}{2}$	Pass 4.0	Pass 3.45
<i>—At Romantic Gretna we cross the Border into Scotland—</i>			
Lockerbie	324 $\frac{3}{4}$	Pass 4.19	Pass 4.4
Beattock	338 $\frac{3}{4}$	Pass 4.33	Pass 4.18
<i>—10 Miles Climb to Summit, 1,014 ft. above sea level—</i>			
Summit	348 $\frac{3}{4}$	Pass 4.53	Pass 4.38
Symington	365 $\frac{3}{4}$	Arrive 5.10	Arrive 4.55
Depart for Glasgow		5.12	4.57
(Edinburgh journey is shown after that to Glasgow).			
Carstairs	372 $\frac{1}{2}$	Pass 5.19	Pass 5.5
Law Junction ..	383	Pass 5.30	Pass 5.16
Motherwell	388 $\frac{1}{2}$	Pass 5.36	Pass 5.22
GLASGOW (Central)	401 $\frac{1}{4}$	Arrive 5.55	Arrive 5.40
Symington	365 $\frac{3}{4}$	Depart 5.17	Depart 5.2
Strawfrank Junction	372 $\frac{1}{4}$	Pass 5.25	Pass 5.10
Cobbinshaw ..	381 $\frac{1}{2}$	Pass 5.38	Pass 5.23
Midcalder Junction	389	Pass 5.47	Pass 5.32
EDINBURGH (Princes Street)	400	Arrive 6.0	Arrive 5.45
Capital City of Scotland			

The Schedule of the "Up" train begins on page 23

HARROW-ON-THE-HILL

The famous school was founded by John Lyon in 1571 and now ranks as one of the chief Public Schools of England. Among the many notable men who were educated here may be mentioned Dalhousie, Governor-General of India; Sir Robert Peel; Lord Palmerston; Lord Byron; Theodore Hook and Sheridan. Harrow Church was founded by Archbishop Lanfranc in the days of William the Conqueror. The town, too, is picturesque and contains some delightful and interesting buildings.

RUGBY

Rugby is said, on good authority, to be of Early British foundation, but it is better known as the "Mugby Junction" of Charles Dickens, and best known for its famous school, founded by Laurence Sheriffe, in 1567. This became, under Dr. Arnold, one of the greatest of England's Public Schools. As is well known, it is the scene of that evergreen school story, "Tom Brown's Schooldays," the author of which gives many pictures of his own life there.

CREWE WORKS

In 1843 the Grand Junction Railway established Works at Crewe covering from 2 to 3 $\frac{1}{2}$ acres which provided housing accommodation for the 161 employees who kept the Company's 75 engines in repair. To-day over 5,000 men are employed on the London Midland and Scottish Railway Company's Works, which have an area of 160 acres, 52 $\frac{1}{2}$ of which are covered; and Crewe, 85 years ago a hamlet, is now a thriving town of some 47,000 inhabitants.

THE LAKE DISTRICT

The English Lakes lie in a compact area in the north-west of the country, in Cumberland, Westmorland and North Lancashire. They are 16 in number, yet so close together that a square of 30 miles will include them all. Their beauties are known to all who have read English literature—lovely dales, lakes and ridges which the greatest of nature poets knew and described so well. The mountains rising over 3,000 feet are Scafell Pike, Scafell, Helvellyn and Skiddaw; and the uplands are covered with little sheets of water, known as tarns.

CARLISLE, THE BORDER CITY

Merry Carlisle claims to have been founded by Luil, a king of Britain, who lived over a thousand years B.C. William Rufus built the castle and Henry I the walls; the latter monarch also built the cathedral. Much of the castle is still standing and is now used as the depot of the

Continued on page 22

"The Train with a Tradition"

"THE Train with a Tradition" is an appropriate slogan for The Royal Scot, for the West Coast day express from Euston to Scotland has left its London terminus at the same hour—10.0 a.m.—ever since June 1st, 1862, while the West Coast line (the whole of which was vested in the London Midland and Scottish Railway by the amalgamations of 1923) was opened throughout as long ago as 1848.

The train which made the 1933 tour of the North American Continent differs in formation from the normal make-up of The Royal Scot in ordinary daily service. These variations were made because The Royal Scot is a day train having no special overnight accommodation, and it was desired to exhibit in Canada and the United States examples of the latest types of vehicles constructed by the L M S for comfortable night travel. Both first and third-class sleeping cars of the most modern type, such as are employed on the sister expresses The Night Scot and The Royal Highlander, were therefore included.

THE LOCOMOTIVE

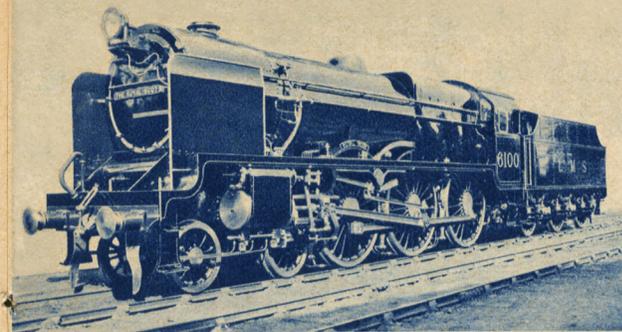
The locomotive which hauled the train throughout the tour was L M S Number 6100 Royal Scot, the first of 50 locomotives of The Royal Scot class to be constructed in 1927 by the North British Locomotive Company of Glasgow for the heaviest and fastest express services of the L M S. The design proved so successful that a further 20 engines of the same type were subsequently constructed in the Company's works at Derby.

POWER AND SPEED

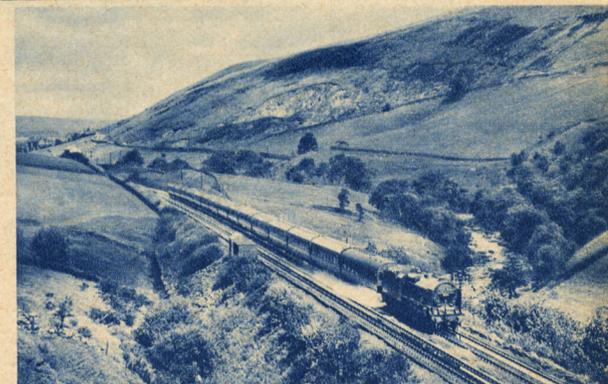
How The Royal Scot locomotive has added to the splendid reputation of her class for power and speed during the North American tour is told in this booklet. While she was upholding the honour of the L M S in a distant Continent, notable feats were being established at home by her sister engines. Number 6129 "Comet," established the fastest journey ever made on L M S metals, hauling a train of just over 200 tons from Coventry to Euston in 79 minutes for the 94 miles, with a maximum speed of 92 miles an hour.

For the North American tour, The Royal Scot locomotive was fitted with an electric headlight and warning bell, to conform with American regulations, and these mementoes of its historic trip are being retained on the engine. The tour

Continued on page 20



4-6-0 Locomotive
No. 6100,
Royal Scot.



Royal Scot
at Tebay



New-type
First-class
Compartment.



New-type
Third-class
Compartment

GLASGOW



EDINBURGH



EUSTON

DIAGRAM OF THE ROUTE
 ~ LONDON ~
 to
 GLASGOW & EDINBURGH

THE TRAIN WITH A TRADITION.—Continued

is also being commemorated by the provision of a special name-plate which sets out, below the name, the mileage covered on the tour, the number of people who inspected the train, and the names of the train crew.

THE PRINCESS ROYAL

Since The Royal Scot went overseas the L M S have introduced a still more powerful type of express locomotive for its Anglo-Scottish services.

These locomotives weigh 158 tons in working order and have been designed to handle increased loads of up to 500 tons over the Shap and Beattock Summits without assistance. Two engines of the new class, No. 6200 the Princess Royal, and No. 6201 Princess Elizabeth, are already in traffic.

THE COACHES

The passenger coaches of The Royal Scot represent both in first and third-class accommodation the last word in British rolling-stock design. The third-class vehicles are of both the open (arranged with tables for two or four passengers) and compartment type. The latter seat three passengers aside in each compartment, with arm-rest divisions between the seats; the seats are double-sprung and built up on lace web frames. A special feature is the deep, wide type of window, which in conjunction with double sliding corridor doors gives passengers a better view of the scenery through which the train passes.

Chromium-plating, lighting schemes planned to give the maximum comfort when reading, and controllable heating and ventilation systems to each compartment are other features of the coaches, which are tastefully decorated in a variety of interior styles.

CUISINE

When it is realised that some 70,000 meals are served annually on The Royal Scot, it will be appreciated that the catering accommodation is a matter of considerable importance. Separate restaurant car services are provided on the Glasgow and Edinburgh sections so that passengers have to walk the minimum distance along the train to meal service.

In pursuance of the Company's policy of eliminating gas from trains, there has been designed for The Royal Scot an all-electric Kitchen Car, which was exhibited on the North American tour. Including hot-plates, ovens, grills and water tanks, this car has no less than 21 electrically-heated cooking units, the electric power being generated by two Diesel engines.



First-class
Vestibule Car.



First-class
Lounge Car.



First-class
Restaurant Car.



First-class
Restaurant Car.

CARLISLE, THE BORDER CITY—Continued

Border Regiment. The Cathedral, though small, is most interesting architecturally and historically, as well as being exceedingly beautiful.

THE BORDER COUNTRY

The London Midland and Scottish Railway runs through the heart of the old debatable tract between the Esk and Sark rivers, so long claimed by both England and Scotland. Not only is this region historic; it contains in its hills and dales, its lochs and streams, a variety of Nature's gifts that might help to explain the bloody warfare for its ownership, and that have been a source of inspiration to such poets as Burns, Scott and Hogg. The region is famous for its healthfulness; living proof may be seen in the persons of the sturdy Border folk, whose hardiness is proverbial.

As you travel North from Carlisle, you watch eagerly for Gretna, the little village whose fame is so far out of proportion to its size. Except for the smithy, you will see little at Gretna Green to remind you of its romantic niche in history and fiction as the place of runaway marriages. But earlier heroic adventures in this vicinity have familiarized us with many local names. Canonbie Lea we recall as the heath over which young Lochinvar rode with the stolen "Bride of Netherby." Solway Moss was the scene of a great battle. A lattice-worked bridge across the Esk, which can be seen to the right of the railway, marks the spot where Prince Charlie's followers forded the river by linking themselves arm-in-arm.

EDINBURGH

Edinburgh, 400 miles from Euston Station, London, is the capital of Scotland, one of the most romantically beautiful cities in Europe.

The Castle contains the Scottish Regalia. See also the Palace of Holyroodhouse, scene of the love and tragedy of Mary, Queen of Scots, and the brave gaiety and short-lived triumph of Prince Charlie.

The famous circular tour of The Trossachs can be made in a day from Edinburgh.

GLASGOW

Crossing the venerable Clyde by almost the last bridge towards the sea, The Royal Scot enters Glasgow.

Now we see the first reach of the launching waters of a new-world shipping—a fitting end to a great journey, solemnized by the slowing of the train, and the booming echo of the girders as we pass to the terminus on the north shore.

THE TRACK OF THE ROYAL SCOT

EDINBURGH AND GLASGOW—EUSTON

THE UP TRAIN

	Miles	Winter Schedule	Summer Schedule
From Edinburgh			
EDINBURGH ..	—	Depart 10.0 a.m.	Depart 10.0 a.m.
Midcalder Junction	11¼	Pass 10.18	Pass 10.18
Cobbinshaw	18½	Pass 10.27	Pass 10.27
Strawfrank Junction	27½	Pass 10.37	Pass 10.37
SYMINGTON ..	34¼	Arrive 10.45	Arrive 10.45
(Proceeds from Symington with Glasgow portion as one train. See Note below)			
From Glasgow			
GLASGOW (Central)	—	Depart 10.0	Depart 10.0
Motherwell	12¾	Pass 10.18	Pass 10.18
—Lanarkshire Industrial Area—			
Law Junction ..	18½	Pass 10.27	Pass 10.27
Carstairs	28¾	Pass 10.43	Pass 10.43
SYMINGTON ..	35½	Arrive 10.51	Arrive 10.51

NOTE.—The Edinburgh and Glasgow portions combine at Symington and proceed as one train. From Symington onwards the miles are counted as from Edinburgh; *passengers from Glasgow should add 1¼ miles to each figure to give the actual mileage from Glasgow to each point.*

	Miles	Winter Schedule	Summer Schedule
SYMINGTON ..	34¼	Depart 10.55 a.m.	Dep. 10.54 a.m.
—Long Climb to Beattock Summit, 1,014 ft. above sea level—			
Summit	51½	Pass 11.17	Pass 11.16
Beattock	61¼	Pass 11.27	Pass 11.26
Lockerbie	75¼	Pass 11.40	Pass 11.39
—At Romantic Gretna we cross the Border into England—			
Gretna Junction ..	92½	Pass 11.57	Pass 11.55
CARLISLE	101	Arrive 12.6 p.m.	Pass 12.4 p.m.
		Depart 12.11	
Carlisle, No. 12 ..	102¼	Pass	Depart 12.10
(Signal Box). (Summer Train calls to change engines only).			
—Long Climb into the Cumberland Mountains—			

THE UP TRAIN

	Miles	Winter Schedule	Summer Schedule
Penrith	118 $\frac{3}{4}$	Pass 12.38 p.m.	Pass 12.35 p.m.
—Shap Summit, 915 ft. above sea level—			
Summit	132 $\frac{1}{4}$	Pass 1.0	Pass 12.56
Oxenholme	150 $\frac{1}{2}$	Pass 1.18	Pass 1.14
Carnforth	163 $\frac{3}{4}$	Pass 1.30	Pass 1.26
—Our only glimpse of the Sea is at Hest Bank—			
Lancaster	170	Pass 1.36	Pass 1.32
PRESTON	191	Pass 1.59	Pass 1.55
WIGAN.. .. .	206	Pass 2.19	Pass 2.14
Warrington	217 $\frac{3}{4}$	Pass 2.27	Pass 2.22
—Between Warrington and Moore, we cross first the River Mersey and then the Manchester Ship Canal—			
CREWE	242	Pass 2.59	Pass 2.52
—L M S Locomotive Works at Crewe cover 165 acres— —There is a stiff climb from Crewe to Whitmore—			
Whitmore	252 $\frac{1}{2}$	Pass 3.13	Pass 3.6
STAFFORD	267 $\frac{1}{2}$	Pass 3.27	Pass 3.20
—The great Queensville Curve, beyond Stafford—			
Lichfield.. .. .	283 $\frac{3}{4}$	Pass 3.45	Pass 3.38
Nuneaton	303	Pass 4.4	Pass 3.57
RUGBY	317 $\frac{1}{2}$	Pass 4.20	Pass 4.13
—Kilsby Tunnel, 2,400 yards in length—			
Blisworth	337	Pass 4.40	Pass 4.33
—Roade Cutting, 1 $\frac{1}{2}$ Miles long, Maximum Depth 70 ft.—			
Road	339 $\frac{3}{4}$	Pass 4.43	Pass 4.36
—Wolverton Works, Birthplace of L M S Carriages—			
Bletchley	353 $\frac{1}{4}$	Pass 4.55	Pass 4.48
—15 Miles climb to crest of Chiltern Hills at Tring—			
Tring	368 $\frac{1}{4}$	Pass 5.12	Pass 5.5
Watford	382 $\frac{1}{2}$	Pass 5.25	Pass 5.19
Willesden	394 $\frac{1}{2}$	Pass 5.36	Pass 5.31
EUSTON	400	Arrive 5.45	Arrive 5.40

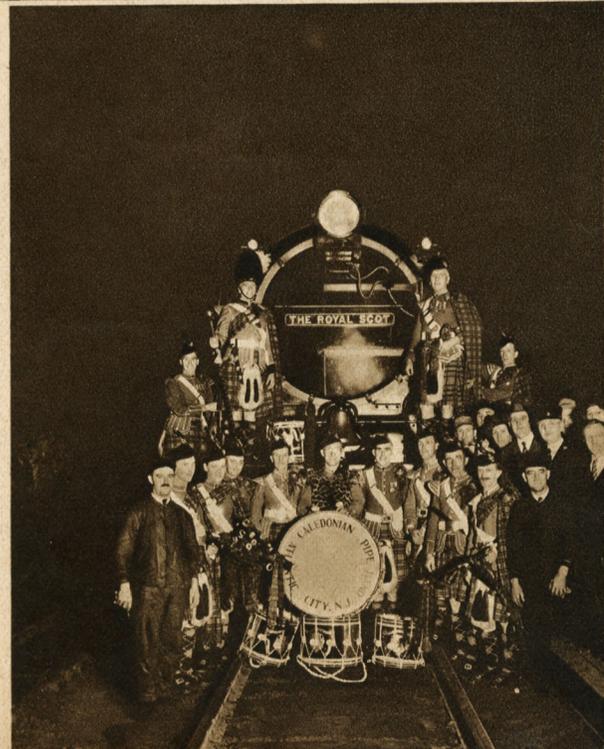
NOTE.—When owing to heavy traffic The Royal Scot in either direction is run in two sections, the Symington stop is omitted and the times shown above are subject to slight variation.



At Syracuse.



Royal Scot and Broadway Limited Crews meet.



A Scottish Welcome at Atlantic City.

railway tracks, that the driver had to slow down to 15 m.p.h. lest he might run over the more venturesome of those who eagerly pressed forward to view the train. At certain points en route schools were given half-holidays to enable them to see the train.

On May 4th when the train crossed from Canada into the United States, 10,000 people waited at midnight in pouring rain at Niagara Falls station to see her go through.

Everywhere The Royal Scot was greeted with scenes of wild enthusiasm. Crowds turned away again and again—82,770 people inspecting the train in New York to the skirl of the bagpipes—the press of the crowd necessitating the premature closing of the exhibition at Hamilton—motor car hooters, factory sirens shrieking a discordant salute to the passing train—these are just a few incidents in the tour.

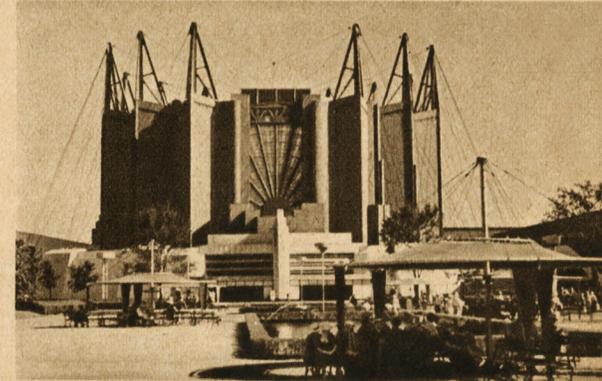
Owing to the date of the Century of Progress Exposition being advanced, the pre-exhibition tour of the train had to be curtailed, and after exhibition at Cincinnati on May 24th she proceeded direct to Chicago. Up to and including the Cincinnati visit the train had covered 2,329 miles over Canadian and U.S. railroads and had been exhibited at 30 cities and towns, a total of 531,330 people inspecting the train at these places.

CHICAGO— “A CENTURY OF PROGRESS”

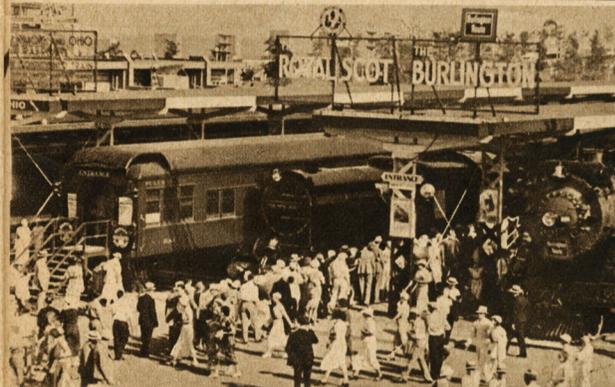
The Royal Scot arrived in the Fair Grounds at Chicago at 5.56 a.m. on the 25th May, four minutes before her scheduled time. She had completed her first itinerary with complete success and without necessitating assistance at any point of the somewhat arduous stretches of



Royal Scot and
Broadway Limited.



Travel and
Transport
Buildings,
Chicago.



Royal Scot
at Chicago



Gilbertson and
Jackson at
Chicago

railway she had covered, a striking testimony to the efficiency of the train.

The Exposition was opened on the 25th May and from the start The Royal Scot proved a major attraction. On the first day 17,227 persons passed through the train, and on August 3rd the millionth visitor since the train had been on exhibition was received. The occasion was marked by the presentation of an oil painting depicting The Royal Scot and Burlington Railroad trains (which were exhibited alongside each other) to the millionth visitor, Miss Caroline M. Pierce of Massachusetts. The painting was autographed by Sir Josiah Stamp, G.B.E., on behalf of the L M S Railway and by Mr. Ralph Budd, President of the Burlington Railroad; the latter made the presentation.

Original arrangements had been for the train to return to this country immediately after the close of the Chicago Exposition, taking a more or less direct route from the "Windy City" to Montreal, with exhibitions at intermediate points. But as the Exposition drew towards a close, more and more insistent became requests for the train to visit a large number of cities and towns in all parts of Canada and the U.S. which it had not been possible to cover on the original itinerary. So numerous were these requests that, in deference to the enthusiasm throughout the two Nations, it was decided that the train should embark upon a post-Exposition tour embracing 41 additional places and covering a further 8,562 miles over Canadian and U.S. railroads.

FAREWELL, CHICAGO!

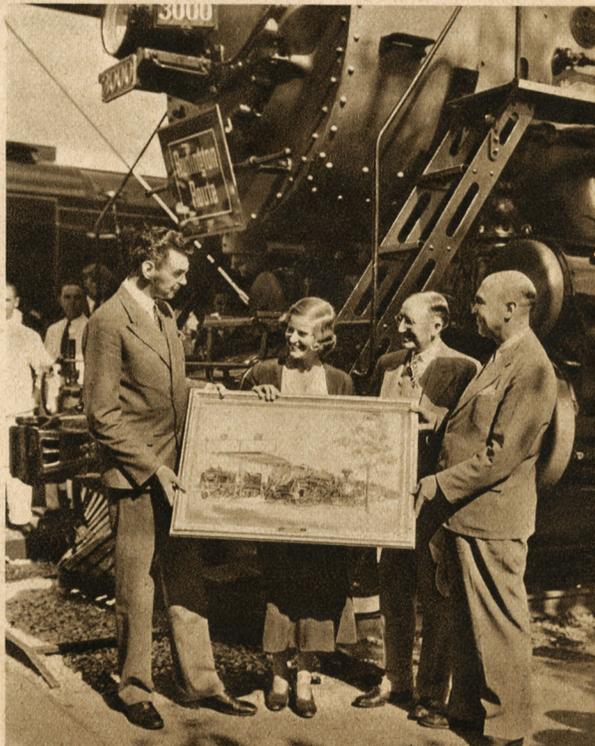
This "request" tour was only made possible by the close co-operation of the railroads concerned,



Royal Scot and Burlington Trains at Chicago



Interest in the Electric Kitchen.



Presentation to the Millionth Visitor.

and with the permission of the Exposition authorities for The Royal Scot to leave Chicago before the actual closing of the World's Fair.

On October 11th, 1933, therefore, The Royal Scot pulled out of Chicago on her "farewell" tour, accompanied for the first 40 miles of her journey by the famous Burlington Flyer express.

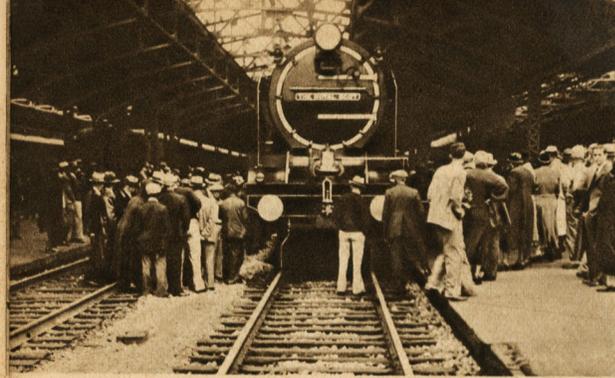
A total of 2,074,348 people had inspected the train during its five months' stay at the Century of Progress Exposition.

FROM SUMMER HEAT TO WINTER SNOW

Exactng as had been the original tour from Montreal to Chicago, it was completely eclipsed in its arduous nature by the post-Exposition circuit. In its long journey right down to the Pacific Coast at San Francisco, and then back northward over the American and Canadian Rockies into Canada, the train had to contend with severe and prolonged mountain gradients, and with extremes of climate such as no British train has ever previously had to face. The maximum temperature encountered was 110 degrees in the shade at Las Vegas (Colorado), the minimum only eight degrees above zero on the final stages of the journey to Montreal. Yet The Royal Scot engine faced torrid heat and raging blizzards with equal imperturbability and efficiency. That efficiency is epitomised in the words of Driver Gilbertson as he closed the throttle for the last time when the train entered Montreal in the teeth of a snowstorm on November 11th, two minutes ahead of time:

"We took a whole truckful of spare parts and we haven't used one."

Space will permit the quotation of only a few picturesque incidents from the final tour.



At St. Louis.



6.0 a.m.
Enthusiasm.



6,000 feet up.



Approaching
Los Angeles.

Everywhere the enthusiasm shown towards the train rivalled that displayed on the original circuit. At Bloomington (Ill.) on October 11th, half-a-mile of pennies were laid on the tracks to be crushed by her mighty wheels and subsequently cherished as souvenirs.

Going over the Colorado Mountains en route from Pueblo to Denver, The Royal Scot locomotive astounded American observers by climbing to the 6,100 ft. Summit with her train of eight coaches without the aid of a pilot engine. The gradients on this journey average 1 in 67 for 25 miles and are steeper and very much longer than those encountered on the train's regular run from Euston to Glasgow.

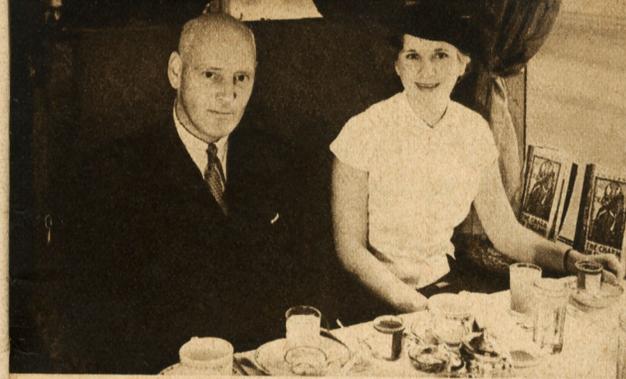
"GOOD OLD ENGLAND"

Hollywood film stars, including Diana Wynyard (of "Cavalcade" fame), Jackie Cooper and Muriel Evans held a breakfast party on board the train when it visited Los Angeles.

When the train left San Francisco (October 23rd), it was accompanied out of town by processions of motor cars and enthusiastic crowds, riding on every kind of vehicle, yelling "Good Old England!"

When the train re-entered Empire territory the enthusiasm which greeted it knew no bounds, and although it was pouring with rain at Vancouver (October 27th) the crowds were so great that extra police had to be called out, and 6,000 people were turned away disappointed.

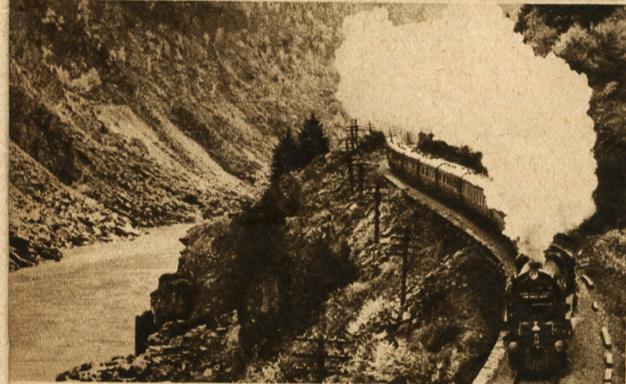
Typical of the enthusiasm displayed at even the tiniest places on the route was that at the hamlet of Revelstoke (B.C.), through which the train passed on a Sunday, and where the hours of church services were altered so that inhabitants might catch a glimpse of the train.



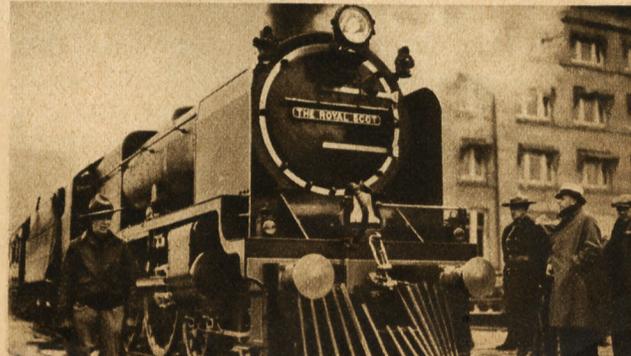
Diana Wynyard comes to Breakfast.



Jackie Cooper on the Footplate.



In the Canadian Rockies.



At Winnipeg with "Mounties" Guard.

The Royal Scot locomotive evoked fresh praise on the journey over the Canadian Rockies, when she hauled the train unaided over the steep spiral mountain gradients to a height of 5,600 feet above sea level—a section on which all American trains are double-headed, i.e., employ a second engine.

THE LAST LAP

Through Winnipeg, Minneapolis and St. Paul The Royal Scot entered on the last lap of her long and historic journey. November 11th was the last day of the tour. The train was on exhibition on that date at Kingston, Ontario, where the three-millionth visitor passed through the train. Later the same day the train steamed into Montreal and her wheels rolled to a stop at the end of her long tour. Snowstorms had been frequent all through Canada, and at Montreal there was a foot of snow on the ground.

Windsor Station, Montreal, where the tour ended, witnessed what was perhaps the most dramatic moment of all. It was Armistice Day. Driver Gilbertson's first action on stepping down from his cab was to lay a wreath on the Canadian Pacific Railway's war memorial—tribute from L M S Railwaymen to their fellow rail workers of Canada who made the supreme sacrifice in the Great War.

HOMEWARD BOUND

After being prepared for shipment at the Angus Shops, the engine and train were loaded on board the S.S. "Beaverdale" in which the outward voyage had been made, and at 7 a.m. on Friday, November 24th, the "Beaverdale" cast off from Montreal and sailed down the St. Lawrence—already in the first grip of winter ice—on the first stage of the long voyage Home.

THE ROYAL SCOT'S NORTH AMERICAN TOUR

Some Impressive Figures

MILES COVERED

Pre-Exposition Tour—	
Montreal-Cincinnati (May 1st to 24th)	2,329
Cincinnati-Chicago Direct (May 24th to 25th)	303
Post-Exposition Tour—	
Chicago-Montreal (October 11th to November 11th)	8,562
	<hr/>
	TOTAL 11,194

VISITORS PASSED THROUGH TRAIN

Pre-Exposition Tour—	
Montreal-Cincinnati	531,330
At "A Century of Progress" Exposition, Chicago	2,074,348
Post-Exposition Tour—	
Chicago-Montreal	415,923
	<hr/>
	TOTAL 3,021,601

THE ROYAL SCOT

SOME TRIBUTES

“The riding of The Royal Scot is perfect. I have been much impressed with its comfort and particularly with the smooth starting and stopping.”—*Mr. Rufus Dawes,*

Chairman of the Exposition

* * *

“The visit of The Royal Scot to America has explained to the people of the United States and Canada some idea of England’s efficiency and greatness. Viewing The Royal Scot—small, but solid and efficient—is just like getting an insight into the genius of the British race.”—*“The Vancouver Sun”*

* * *

“I have been much impressed with the workmanship of the train which provides a lesson for American railroads.”

—*General Craig.*

* * *

“I congratulate your Company on the fact that The Royal Scot has become an ambassadorial train of inestimable value.”

—*Mr. B. G. D. Phillip,*
Chairman, Foreign Trade Bureau, Vancouver

* * *

“The visit of The Royal Scot is a great gesture which has done more to cement Colonial friendship than anything else of recent years.”—*Vice-President, Winnipeg Board of Trade.*

* * *

“A wonderful gesture on the part of Great Britain.”

—*The Mayor of Detroit.*

