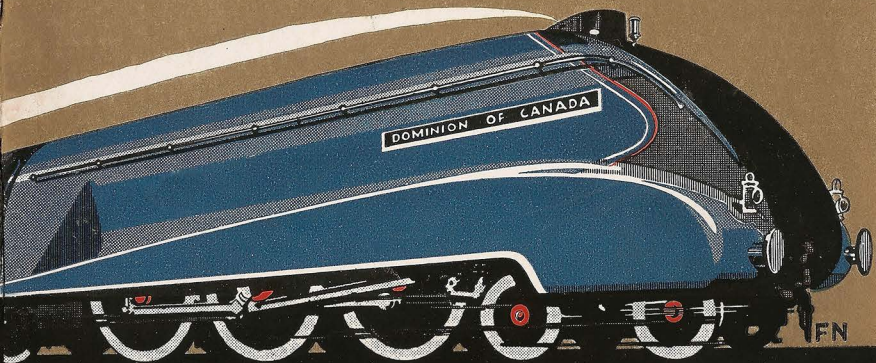


# *The* CORONATION™

THE FIRST STREAMLINE TRAIN  
KING'S CROSS FOR SCOTLAND



LONDON & NORTH EASTERN RAILWAY



# "THE CORONATION"

THE FIRST  
STREAMLINE  
TRAIN

KING'S CROSS  
FOR  
SCOTLAND

W E E K D A Y S

(except on Saturdays and 30th July and 2nd August, 1937)

FROM MONDAY, 5th JULY, 1937

LONDON & NORTH EASTERN RAILWAY

THE FIRST STREAMLINE TRAIN



2

LONDON & NORTH



The travelling public are themselves the soundest judges of new facilities. Their patronage of Britain's first streamline train—"The Silver Jubilee"—has proved that high speed, when it goes with punctuality and comfort, makes a strong appeal. The popularity of "The Silver Jubilee" has encouraged the London & North Eastern Railway Company to plan a high-speed service between London and Edinburgh. The new trains are styled "The Coronation" and cover the 392 miles between the capitals in six hours. One stop only is made—at York on the down journey and at Newcastle on the southbound trip. The average throughout speed is  $65\frac{1}{2}$  miles an hour and over some sections of the route the trains travel at eighty miles an hour.

The times of arrival and departure are :—

King's Cross	dep.	4. 0 p.m.
York	dep.	6.40 p.m.
Edinburgh (Waverley)	arr.	10. 0 p.m.
Edinburgh (Waverley)	dep.	4.30 p.m.
Newcastle	dep.	6.33 p.m.
King's Cross	arr.	10.30 p.m.

The accommodation on the trains is limited to 216 passengers (48 First Class, 168 Third Class). In view of the exceptionally fast service provided, a small supplementary charge per seat is made. Charges, varying

"THE CORONATION"



# THE FIRST STREAMLINE TRAIN

## “THE CORONATION”

according to the journey made, are as follow for each single journey :

	First Class	Third Class
London and Edinburgh	6/-	4/-
London to York	4/-	2/6
Edinburgh to Newcastle	3/-	2/-
Newcastle to London	5/-	3/-
York to Edinburgh	4/-	2/6

The supplementary charge, payable at the time of booking, includes a fee for seat reservation.

Those intending to travel by “The Coronation” are urged to make reservations in advance as early as possible at the undermentioned offices :

<b>LONDON</b>		Telephone
King's Cross (Enquiry Office)		Terminus 4200
59 Piccadilly, W.1.		Regent 3437
71 Regent Street, W.1		Regent 6423
Messrs. Thos. Cook & Son, Ltd.,	}	Grosvenor 4000
Berkeley Street & Branches		
Messrs. Dean & Dawson, Ltd.	}	Monument 4432/3
163 Fenchurch Street, E.C.3		
Messrs. Pickfords, Ltd.	}	Holborn 7091
205/206 High Holborn & Branches		
and at any L.N.E.R. London Office or Agency and stations in the London Suburban Area.		
<b>YORK</b>		
Station Enquiry Office		2001
Messrs. Thos. Cook & Son, Ltd.	}	2486
38 Coney Street		
<b>NEWCASTLE</b>		
Central Station Enquiry Office		23567
Messrs. Thos. Cook & Son, Ltd.	}	22464/5
2 Northumberland Street		



<b>EDINBURGH</b>		
Waverley (Seat Reservation Office)		23081/Ex.32
Messrs. Thos. Cook & Son, Ltd.	}	
54 Princes Street		25152/3
Messrs. Mackay Bros. & Co.	}	
29/31 Hanover Street		20151
Messrs. Pickfords, Ltd.	}	
18 So. St. Andrew Street		20108
<b>DUNDEE</b>		
Station Master's Office,	}	
Tay Bridge Station		4892
L.N.E.R. Town Office,	}	
18 South Union Street		5855
Messrs. Mackay Bros. & Co.	}	
9 Whitehall Crescent		5490
<b>ABERDEEN</b>		
Town Booking Office	}	
9 Bridge Street		3214
Station Master's Office		1904
Messrs. Mackay Bros. & Co.	}	
35a Union Street		825

If it is not convenient for intending passengers to reserve at the above offices, they may do so at any L.N.E.R. Passenger Agency or station if reasonable notice is given.

An outstanding feature of each train is the rear observation car from which can be had an uninterrupted view of the receding scenery as the train progresses. The car is available for the use of all passengers. Although seats in the observation car cannot be reserved throughout the whole journey, the use of a chair for a session of one hour is ensured by payment of a charge of 1s. to the observation car attendant on the train.

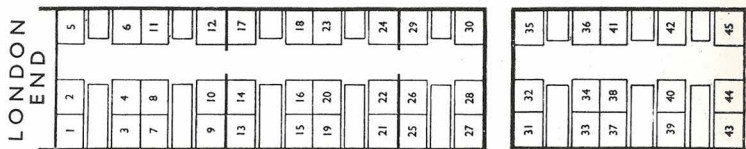
"THE CORONATION"

# "THE CORONATION"

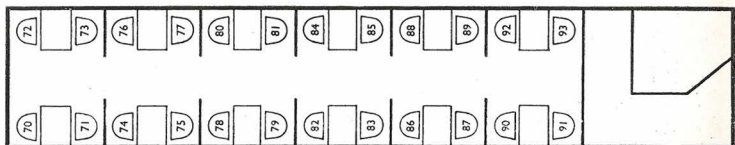
THE FIRST STREAMLINE TRAIN  
KING'S CROSS FOR SCOTLAND



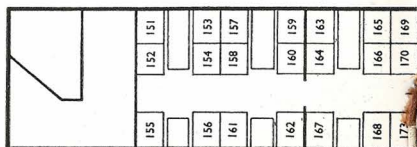
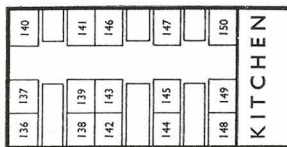
## SEAT PLAN OF "T"



### T H I R D C L A S S



### F I R S T C L A S S



### T H I R D

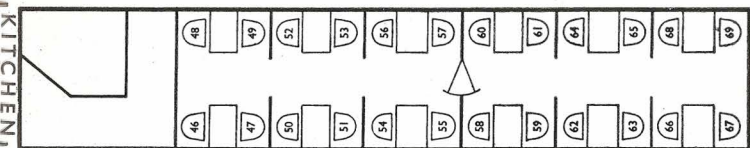
IN ADDITION THERE IS AN OBSERVATION



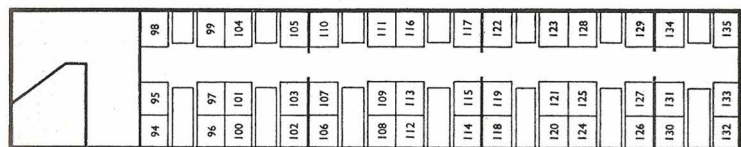




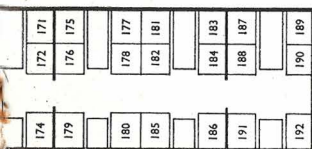
## THE CORONATION"



FIRST CLASS

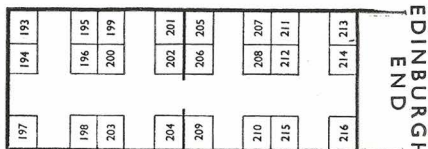


THIRD CLASS



C L A S S

CORONATION SALOON (16 SEATS)



EDINBURGH  
END

LONDON & NORTH  
EASTERN RAILWAY





# “THE CORONATION”

“The Coronation” trains each consist of nine carriages, the last being a fully-streamlined observation saloon fitted with large windows and comfortable armchairs.

The exteriors are distinctive. Painted in Marlborough blue above the waist and Garter blue below, they have mouldings and fittings of stainless steel. Great care has been taken to reduce the wind resistance as much as possible by making the sides of the carriages perfectly smooth and by streamlining the rear end of the tail car. The spaces between the carriages are covered by indiarubber sheeting of the same colours as the body sides.

\* \* \*

Something quite new in railway coach design is the division of the interior of each train into sections. Each passenger has the privacy usually associated with a compartment while enjoying the advantages and spaciousness of a saloon.

In the first-class carriages the sections each accommodate four passengers, two at each table arranged on either side of a central gangway. Ornamental screen wings projecting from the partitions give the effect of alcoves for two people. Two swivelling chairs are placed at specially shaped tables, and are so arranged that passengers when dining are facing diagonally towards the windows.

In the third-class part of the train each section seats twelve passengers.

In both the first- and third-class coaches it is unnecessary for the passengers to leave their seats for the purpose of taking meals. (For tariff see page 12.)

\* \* \*

The interior of the train has been laid out and decorated on original lines. Three different colour schemes are employed incorporating decorative Rexine with aluminium ornaments finished by the Alumilite process.

A system of ventilation provides filtered air at a comfortable temperature. The controlled air, entering each vehicle at floor level, is extracted through roof grilles, and is completely changed every three minutes.

The spaces between the sides, roof and floor have been filled with sound-insulating material, and double windows with a small air space between have been provided, thereby reducing noise to a minimum.



All meals are prepared in two up-to-date all-electric kitchens. The electricity used for cooking, lighting, ventilating and refrigerating is supplied by axle-driven generators, the total power generated being 32 kilowatts.

\* \* \*

To haul "The Coronation" trains, five streamlined locomotives, named after countries of the British Empire, have been built. Their names are :

	No.
Dominion of Canada	4489
Commonwealth of Australia	4491
Dominion of New Zealand	4492
Union of South Africa	4488
Empire of India	4490

The engines have been finished in Garter blue with stainless steel lettering and mouldings, the wheels being coloured a dark red.

By permission of the respective Governments, the armorial bearings of each country are displayed on the cab of the engine concerned.

*Empire of India* bears an emblem comprising a plain shield with the Star of India surmounted by the Imperial Crown. The engines are further distinguished by the fact that the whistle of *Dominion of Canada* has been specially sent from Canada by the Canadian Pacific Railway Company and has the distinctive note of the whistles heard in that country. *Union of South Africa* is fitted with a whistle as used on the South African Railways.

The leading dimensions are :—

Length over Buffers	71' 0 $\frac{3}{8}$ "
Weight in working order	167 tons
Boiler Pressure	250 lbs. per sq. in.
Diameter of Driving Wheels	6' 8"
Cylinder Diameter	18 $\frac{1}{2}$ "
Stroke	26"
Tractive Effort	35,500 lbs.

The corridor tender follows the general scheme of streamlining. It carries 8 tons of coal and 5,000 gallons of water.

\* \* \*

The weight of a train alone is 312 tons, and its length over buffers 513' 2 $\frac{1}{2}$ ". The weight with an engine attached is 479 tons, and the overall length 584' 1 $\frac{3}{4}$ ".

"THE CORONATION"



“THE CORONATION”

POINT TO POINT MILEAGES  
RUNNING TIMES AND SPEEDS  
LONDON (KING'S CROSS)  
YORK AND EDINBURGH

Distance from King's Cross Mls. Chns.	Station	Point to Point			
		Times Mins.	Distance Mls. Chns.	Speed Miles per hr.	
	KING'S CROSS	p.m. dep. 4. 0			
17 54½	Hatfield	pass 4.18½	18½	17 54½	57.3
31 73½	Hitchin	pass 4.29½	11	14 19½	77.7
58 69½	Huntingdon (North)	pass 4.48½	19	26 76	85.1
76 29	Peterborough (North)	pass 5. 3½	15	17 39½	70.0
105 36½	Grantham	pass 5.27½	24	29 7½	72.7
120 8½	Newark	pass 5.39½	12	14 51½	73.2
138 49½	Retford	pass 5.54½	15	18 41	74.0
155 77	Doncaster (Central)	pass 6. 8½	14	17 27½	74.3
174 25	Selby	pass 6.24	15½	18 28	71.0
188 11	*YORK	arr. 6.37 dep. 6.40	13	13 66	63.9
210 27	Thirsk	pass 7. 1½	21½	22 16	61.9
218 7	Northallerton	pass 7. 8½	7	7 60	66.4
232 21	Darlington	pass 7.21	12½	14 14	68.1
245 9	Ferryhill	pass 7.33	12	12 68	64.2
254 24	Durham	pass 7.45	12	9 15	46.0
268 27	Newcastle (Central)	pass 8. 0	15	14 3	56.1
284 77	Morpeth	pass 8.21	21	16 50	47.5
303 16	Alnmouth	pass 8.37	16	18 19	68.4
319 79	Belford	pass 8.51½	14½	16 63	69.5
335 27	Berwick	pass 9. 5	13½	15 28	68.1
346 49	Reston Junction	pass 9.17	12	11 22	56.4
351 49	Grantshouse	pass 9.22	5	5 0	60.0
363 49	Dunbar	pass 9.32	10	12 0	72.0
375 9	Drem Junction	pass 9.41½	9½	11 40	72.6
379 49	Longniddry Junction	pass 9.45½	4	4 40	67.5
386 57	Monktonhall Junction	pass 9.51½	6	7 8	71.0
389 69	Portobello	pass 9.55	3½	3 12	54.0
392 69	EDINBURGH (Waverley)	arr.10. 0	5	3 0	36.0

Average speed between London and York 71.9 miles per hour.  
Overall speed 65.5 miles per hour.

\*By “THE CORONATION” passengers can reach SCARBOROUGH, changing at York, in 3 hrs. 50 mins. — THE FASTEST EVER.

York, dep. 6.55 p.m. SCARBOROUGH, arr. 7.50 p.m.



## POINT TO POINT MILEAGES RUNNING TIMES AND SPEEDS EDINBURGH (WAVERLEY), NEWCASTLE AND LONDON (KING'S CROSS)

Distance from Edinburgh Mls. Chns.	Station	Point to Point		
		Times Mins.	Distance Mls. Chns.	Speed Miles per hr.
	EDINBURGH (Waverley) p.m. dep. 4.30			
3 0	Portobello pass 4.34½	4½	3 0	40.0
6 12	Monktonhall Junction pass 4.38	3½	3 12	54.0
13 20	Longniddry Junction pass 4.44	6	7 8	71.0
17 60	Drem Junction pass 4.48	4	4 40	67.5
29 20	Dunbar pass 4.57½	9½	11 40	72.6
41 20	Grantshouse pass 5.10½	13	12 0	55.4
46 20	Reston Junction pass 5.15	4½	5 0	66.7
57 42	Berwick pass 5.25	10	11 22	67.7
72 70	Belford pass 5.38½	13½	15 28	68.1
89 53	Alnmouth pass 5.53	14½	16 63	69.5
107 72	Morpeth pass 6. 9	16	18 19	68.4
124 42	NEWCASTLE (Central) { arr. 6.30	21	16 50	47.5
	{ dep. 6.33			
138 45	Durham pass 6.51½	18½	14 3	45.6
147 60	Ferryhill pass 7. 1½	10	9 15	55.1
160 48	Darlington pass 7.13	11½	12 68	67.0
174 62	Northallerton pass 7.26	13	14 14	65.4
182 42	Thirsk pass 7.33	7	7 60	66.4
204 58	York pass 7.53	20	22 16	66.6
218 44	Selby pass 8. 7	14	13 66	59.3
236 72	Doncaster (Central) pass 8.22½	15½	18 28	71.0
254 19¾	Retford pass 8.36½	14	17 27¾	74.3
272 60¾	Newark pass 8.51½	15	18 41	74.0
287 32½	Grantham pass 9. 3½	12	14 51¾	73.2
316 40	Peterborough (North) pass 9.27	23½	29 7½	74.3
333 79½	Huntingdon (North) pass 9.42	15	17 39½	70.0
360 75½	Hitchin pass 10. 3	21	26 76	77.0
375 14½	Hatfield pass 10.14	11	14 19½	77.7
392 69	KING'S CROSS arr. 10.30	16	17 54½	66.3

Average speed between Newcastle and King's Cross 68.0 miles per hour.  
Overall speed 65.5 miles per hour.

"THE CORONATION"

# RESTAURANT TARIFF

## AFTERNOON TEA

Tea or Coffee, Toast or Tea Cake, Bread and Butter, Cake or Pastry . . . .	1/-
Tea or Coffee, Bread and Butter, or Cake or Toast . . . . .	9d
Pot of Tea . . . . .	6d

## DINNER

Table d'Hote First Class . . . . .	5/-
Table d'Hote Third Class . . . . .	4/6

## A LA CARTE MEALS ALSO AVAILABLE

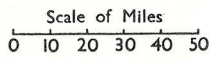
*For children travelling with half-fare tickets, half-price only is charged for dinner or a la carte meals, with a minimum charge of 1/9.*

## TRAIN ATTENDANTS

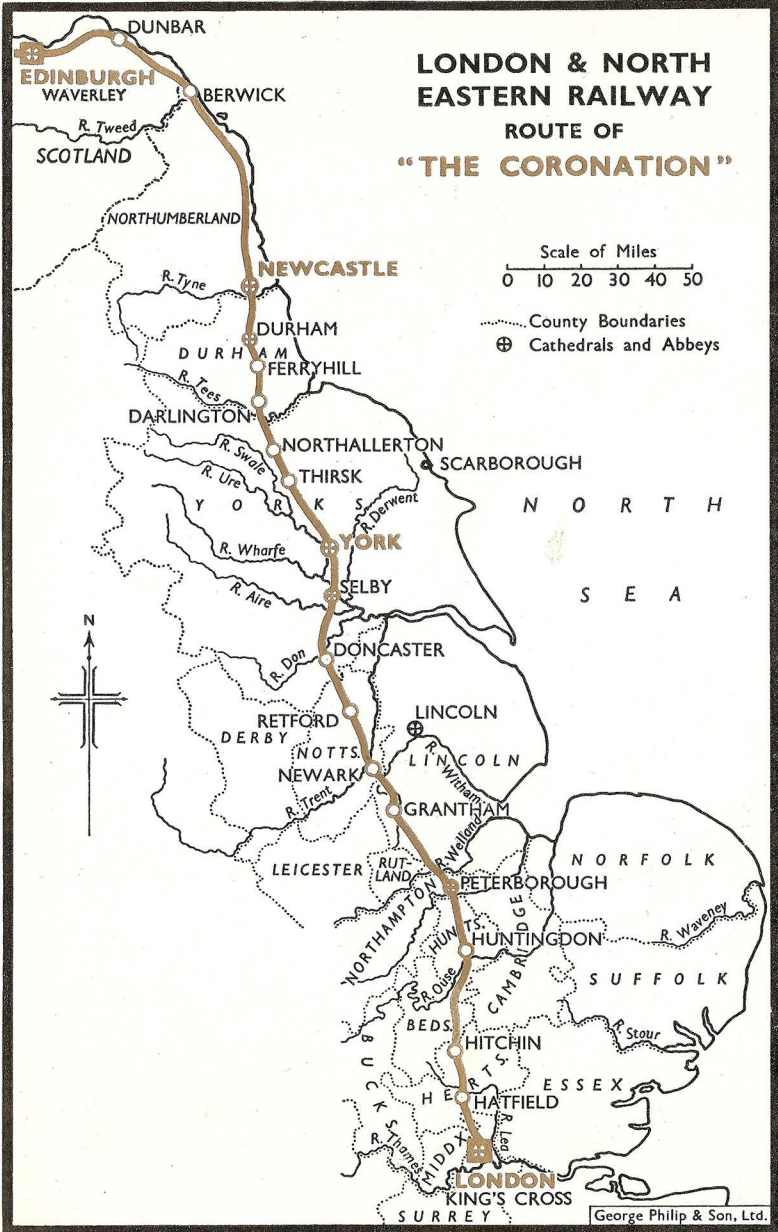
travel with the train and will be happy to render to the passengers any service which will be helpful in ensuring the fullest possible comfort on the journey. They will undertake the posting of letters or dispatch of telegrams.

# LONDON & NORTH EASTERN RAILWAY

## ROUTE OF "THE CORONATION"



..... County Boundaries  
 ⊕ Cathedrals and Abbeys





LONDON & NORTH EASTERN RAILWAY